

Colonist **MR. R. E. GOSNELL** Vancouver
 Aug 6th 1931 Dies yesterday

There are certain matters connected with the history of this province in relation to which the name of the late Mr. R. E. Gosnell will always be remembered with gratitude. It was he who first prepared in an exhaustive way the case of British Columbia for Better Terms from the Federal Government, a case which included a claim for the return of the railway lands and that portion of the Peace River Block lying within the province. He founded the Provincial Archives and was the first archivist. His writings preserve a good deal of political history which otherwise might have been lost. In the literary sense he

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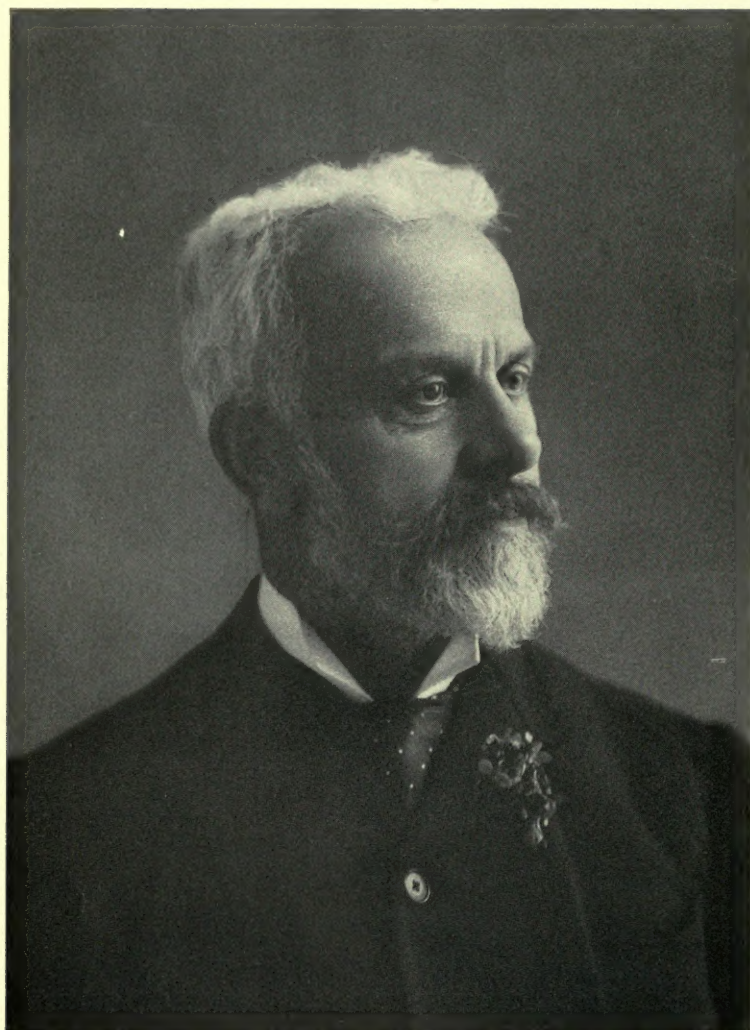
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A HISTORY

o

BRITISH COLUMBIA

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R. E. GOSNELL

VICTORIA

AUTHOR OF GENERAL HISTORY

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TO YOU
ABSTRACT

INTRODUCTION.

Writing history is a serious undertaking, and not to be thought of without long preparation and minute and scrupulous investigation. If a person qualified for the task should devote ten or fifteen years exclusively to it he might produce a work that would deserve to stand for the West as Parkman stands for the East. What follows, therefore, does not partake of the dignity of history. It is merely an outline of events and conditions prominent in the past of British Columbia from the very outset. Lack of time, if there were no other considerations, would have prevented me from going so deeply, and in detail, into the circumstances connected with the history of the province as would have been desirable for the purpose and otherwise have been possible. As it is, with the assistance of friends, I have been enabled to present to the reader a certain chain of facts which have never before been presented in the same connected form. These have been grouped so as to leave a more distinct impression of their order and importance.

There is not much that is new to the student, except, perhaps, the arrangement. Regarding a country about which so much has been written in a desultory way, it is difficult to more than collate and summarize, without, as I have intimated, delving for years among the original sources of our information. Hubert Howe Bancroft's History of British Columbia, though characterized by many imperfections, performed a splendid service, and indicated by innumerable references much that will be exceedingly useful for the real historian when he appears upon the scene. With a wealth of original material at his disposal, however, his own use and treatment of it were not historical in that sense in which the great Bancroft excelled. The late Alexander Begg, with his conspicuous industry, compiled a history of this

province that is valuable in many respects, but obviously lacking in workmanship, analytical skill and insight.

To avoid comparisons, I make no pretensions to have done more than is set out in the foregoing, and that, I am aware, imperfectly. It is simply a narrative, or succession of narratives, that a journalist familiar with an outline of the events described, might have contributed to a magazine in order to convey a general impression of the past, and prepare the reader for a keener appreciation of a more pretentious work with the details faithfully and artistically filled in.

R. E. GOSNELL.

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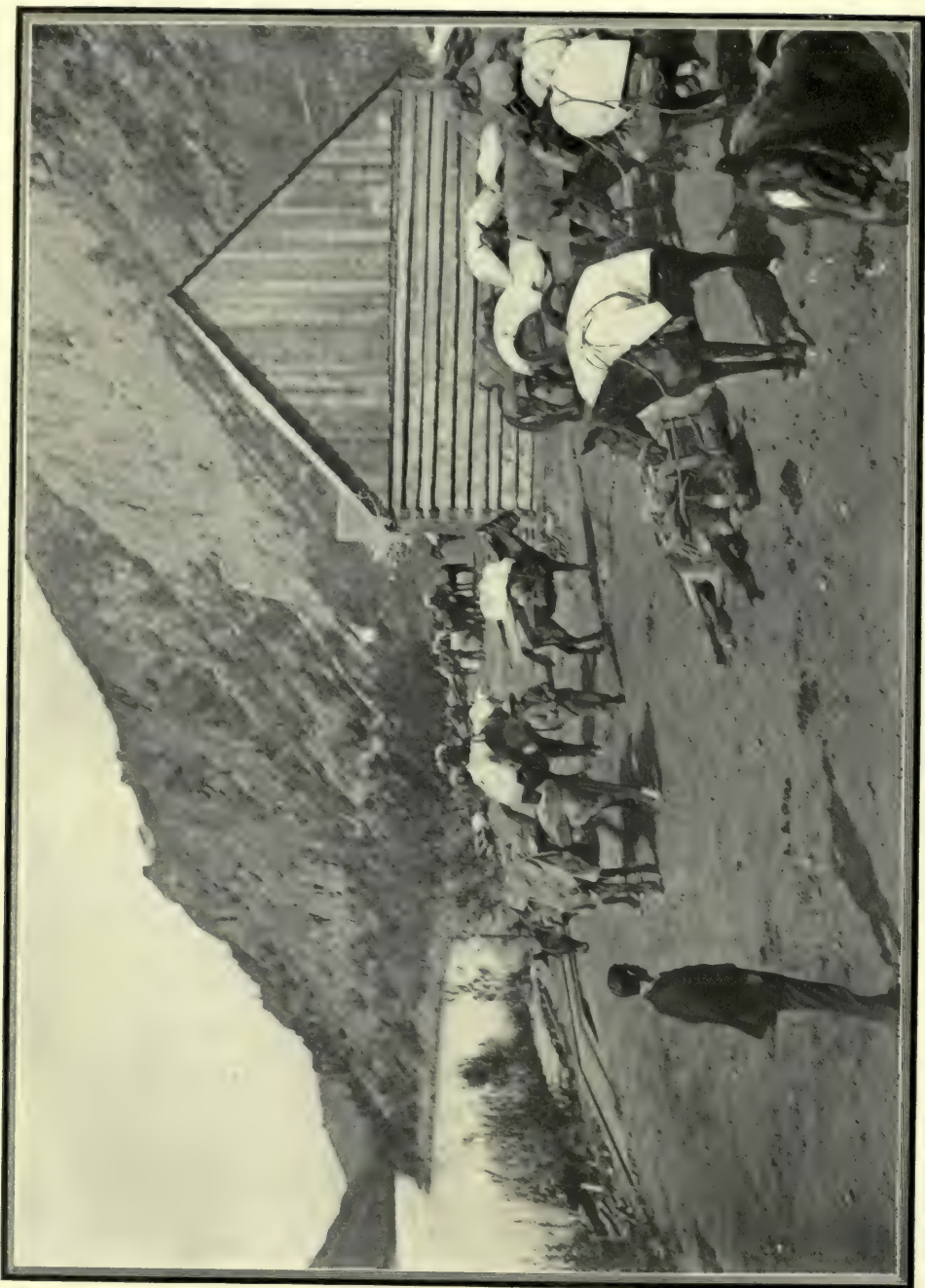
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A PROSPECTING PARTY.

BRITISH COLUMBIA.

CHAPTER I.

EARLY EXPLORATIONS.

The study of the history of the Northwest Coast of North America carries us back to that period of grand achievement, the sixteenth century. It was in this brilliant age of new birth and vigorous thought, when as yet the old had not entirely succumbed to the new, nor the new completely supplanted the old, that the Pacific Ocean was discovered. The finding of a new ocean highway marked an epoch in the history of the world and it had an important bearing on the future relations of the great nations, as well as giving new possibilities to the continent of which it formed the western boundary.

Hereafter we witness the Spanish, the Dutch and the English vying with each other for the possession of the trade routes to India and the Orient, and as an outcome of this rivalry we see the gradual decline of the first and the steady rise of the second two as naval powers.

In all cases where nations have attained world-wide supremacy, we find that that supremacy has rested upon the sure foundation of naval superiority and command of the sea. Spain was no exception to the rule. The successes of the Spaniards were entirely due to their unrivalled maritime resources. The development of her navy was so rapid and her rise so remarkable that within the short space of three-quarters of the sixteenth century she had in its last decade reached the zenith of her fame. But the sun of Spain's prosperity waned, even as it had risen, and the dying years of the sixteenth century marked the beginning of the decline of Spain's sea-power,

and fore-shadowed the passing of the naval supremacy of the world to the Dutch and the English.

The shouts of acclaim that greeted the tidings of Balboa's achievements in viewing the Pacific Ocean from the heights of Panama had scarcely died away when the house of Castile turned its attention to the examination of the coasts of America to the north and to the south of the Isthmus of Darien, hoping to find a passage directly leading to the Pacific Ocean. Many expeditions were despatched with this object in view, and for seven years the Spaniards persisted in a futile search for the hidden strait. Then Magellan, the Portuguese, with his compatriot Ruy Faleiro, offered to find for Spain a western passage to the Moluccas, and Charles V was prevailed upon to fit out an expedition of five vessels for this purpose. In 1520, Magellan, after mutinies, the loss of several ships and many stirring adventures, discovered and sailed through the strait which bears the great navigator's name. The Spaniards had at last found the long sought for opening, but the discovery after all brought little advantage, the strait being too far south to be used as a regular route to the Spice Islands and the Orient. Therefore, it early became the practice to transfer the gold, silver and precious stones captured in Peru, and the rich cargoes of the Philippine argosies, across the Isthmus of Darien to the galleons on the eastern coast of this narrow neck of land. The South seas were not yet destined to become the scene of commercial activity.

However, obstacles presented by nature could not long prevail against the intrepid and resourceful mariners of Spain in the day of her greatness, Cortez, the famous or infamous, according to the canons by which he may be judged, conquered Mexico and ruthlessly placed a new dominion under the galling yoke of the Spaniard. Pizarro, with equal daring and equal deviltry, dethroned the Incas of Peru and forced upon their unfortunate subjects a tyranny so atrocious that we pale as we read the story of Spanish prowess in this unhappy land. These events were fraught with far-reaching consequences.

While the conquest and subsequent pillaging of Mexico and Peru engrossed the attention of Cortez and Pizarro, hardy mariners were exploring that portion of the Pacific which washes the coasts of Central America and the northern portion of the southern continent. Gradually knowledge of the trend of the land was acquired and the possibilities of establishing a short route to the far east, by way of the isthmus of Panama, were recognized at an early date. Then, Cortez, with the remarkable energy that characterized all his actions, pushed his exploration and conquests to the western confines of his province, and established the sovereignty of Spain over the whole land, from the Gulf to the Pacific. His attempts to colonize the Californian littoral were failures. The hostility of the inhabitants, the ravages of disease, and the barrenness of the soil, proved insurmountable barriers, and rendered abortive his ambitious scheming in this direction. In spite, however, of disasters, Cortez, with indomitable courage and zeal, undertook the exploration of the Pacific Coast of North America. He issued instructions for the building of ships on the Pacific seaboard, and the difficulties to be overcome may well be imagined when it is remembered that all the iron and much other material needed for the vessels had to be carried overland to the port of construction. But even then the difficulties had only commenced, for there was no seasoned timber available, and skilled labor was scarce, but in the face of all these drawbacks, several vessels were launched from the crude ship yards at Tehauntepec. One of these, under the command of Maldonado, sailed northward and explored the coast for a distance of some three hundred miles, but the data obtained on this voyage was of no particular value. It is interesting only as marking the first attempt of the Spaniards to explore the unknown western coastline of Mexico. In the following years several important expeditions were despatched to the Gulf of California and its shores were more or less carefully examined. Of the early voyages along the western coast of Mexico that undertaken in 1532 by Diego Hurtado de Mendoza, a kinsman of Cortez, was relatively speaking of some consequence.

Mendoza reached a point near the twenty-seventh parallel, where, owing to the mutinous conduct of his men, he was forced to send back one of his vessels, continuing the voyage in the other. It is impossible to say how far this pioneer navigator proceeded after parting company with his former companions, nor have we any record of his observations bearing on the lands which he visited in the course of his wanderings, for his vessel was cast away on an unknown reef, and neither Mendoza or any of his men returned to Mexico to recount their adventures.

As the coast line became better known, as the result of these voyages, the explorers became bolder, and at last in 1539, Ulloa, after having examined with care the shores of the Vermilion Sea, as the Gulf of California was marked on early charts, rounded the Cape San Lucas, at the southern extremity of the California Peninsula, and pointed the way to the great northwest coast that stretched in one long, irregular line to the mist-enshrouded waters of Behring Strait, although for many a long year it remained, as heretofore, a terra incognita, and nothing foreign disturbed the primeval solitude of that vast region. From the time of Ulloa, the first European to examine the outer shore of the California Peninsula, the Spaniards made spasmodic efforts to explore and annex the northwest coast, but the endeavors to a great extent were rendered fruitless, chiefly owing to the parsimonious policy pursued by the viceroys of Mexico. Nevertheless, whatever may be said with regard to the lack of energy displayed by those responsible for the despatching of exploratory expeditions, we can, as a general rule, only praise the commanders and crews of the vessels to whom this difficult task was entrusted. In ships ill-found and small they bravely sailed away to the unknown northern waters, a few of them to hand their names down to posterity, many of them to perish at the hands of savages, or to die miserably from disease, and all of them to suffer untold hardships from starvation, sickness, and inclement weather on the rock-bound coasts they essayed to explore.

In 1542 Cabrillo, a navigator of some local fame, followed in Ulloa's

track, and, having rounded Cape San Lucas, commenced the first systematic survey of the western coastline of California. He advanced northward in easy stages, charting to the best of his ability, and naming the bays, capes and inlets, but the nomenclature of this explorer has long since been superseded by that of later discoverers. Cabrillo unhappily succumbed to hardships and privation a few months after his departure from the Mexican port of Navidad. Like many before and after him, he passed away on a wild and unfrequented coast far from his native land, whither duty called him. The voyage was continued by the pilot of the expedition, Ferrelo, who zealously continued the work of exploration. We are informed in the Spanish narrative touching this undertaking that the forty-first parallel of latitude was attained. Ferrelo probably sighted the promontory later named Cape Mendocino.

At an early date the Spaniards learned to take advantage of the prevailing westerly winds of the Pacific, and from Mexican and Peruvian ports fleets sailed for the Philippines, China and India, but for a long time no vessels voyaged from thence to Mexico or South America across the great ocean, as the constant "trade winds," as they have since been termed, baffled the efforts of the Spanish navigators to return by the way they had gone. Therefore, those ships which escaped destruction from storms, the sunken reefs of the East Indies, or the hostile natives, sailed on to Europe past the Cape of Good Hope, a route long known to the Portuguese engaged in the Asiatic trade. The Spanish government was always intensely jealous of the successes of the Portuguese in India and China, and on more than one memorable occasion endeavored to wrest from them the fruits of their lucrative trading expeditions thither. But these expeditions were generally ill-starred and achieved naught for Spain. At least two important armaments were launched from Mexico against the Portuguese, one sailing as early as the year 1526 under Saavedra, and the other in 1542 in command of Ruy Lopez de Villalobos. Both ended in complete disaster.

If we can place reliance in the obscure and unsatisfactory documentary evidence, which is the only instrument in the hand of the latter-day historian, we must honor the adventurous Friar Urdaneta, who had sailed with Magellan, as the discoverer of an eastern route to the shores of America. He solved the problem which had puzzled his countrymen for so long and earned their well-merited praise by proving that it was possible to sail to and from the East Indies from any port on the western seaboard of America. Urdaneta found that by steering a northward course from the Philippines a region was entered where the prevailing winds blew in the direction of the American continent, and thereafter the Spaniards availed themselves of the peculiarities of the atmospheric currents, with the result, however, that on the return voyages their ships would often strike the continent far north of Mexico.

After several abortive efforts in this direction, the Philippines had been subjugated by Miguel de Legazpi, with whom Urdaneta sailed as pilot. In this manner the Spaniards gained what they had long coveted, a secure position in the Far East. The potentialities of the Oriental trade were soon recognized, and as a natural result, Spanish shipping rapidly increased and before long the Pacific Ocean became an important highway of commerce. The authorities at Madrid were jubilant, and in a few years a lucrative traffic sprang up between Spain and the Philippine Archipelago, by way of the Isthmus of Darien, where fortified posts were maintained for the safe-guarding of the treasure and merchandise which was transferred overland from the shores of the Pacific to the Caribbean Sea.

CHAPTER II.

ENGLISH BUCCANEERS.

The trade route thus established possessed great advantages in the eyes of the Spaniards, as it was more or less immune from the attacks of freebooters, whose depredations in after years caused so much irritation and bitterness of feeling. For a period Spain was practically supreme on the Pacific, and her mariners plied their avocation of collecting tribute from defenseless peoples without fear of molestation at the hands of privateering adventurers. Firmly intrenched in their new sphere of influence as they believed themselves to be, and perhaps placing overmuch reliance in the efficacy of a papal bull, by which Pope Pius IX awarded to the Spanish King vast regions known and unknown, the news of the arrival of English buccaneers on the scene of their operations came as a rude shock to the Spaniards. The storm of the Reformation had not yet subsided and Protestant England refused to acknowledge the rights of Spain on the Pacific to the exclusion of other nations, and vigorously disputed with her the claims based on such authority.

John Oxenham, so far as we can ascertain at this late date, was the first Englishman to sail the Pacific. With the gallant Drake he had viewed the ocean from the Isthmus of Darien in 1572, when, it will be remembered, Sir Francis, on bended knee, prayed that God would bless him in his efforts to carry the English flag upon this great sea. Two years later, in 1574, Oxenham left his ship on the east coast of the Isthmus, and on foot, with his small band of adventurous followers, crossed over to some lonely and long-since forgotten spot on the Pacific shore where he built a rude pinnace, forty-five feet in length, on which he embarked on his hazardous enterprise. A

few small treasure galleons were captured, but the foray was only partially successful. On the return journey across the Isthmus, the whole expedition fell into the hands of the Spaniards, and the reckless Oxenham paid the penalty of his temerity with his life. He was hanged at Lima in 1575. A few years later Sir Francis Drake planned and executed a daring raid on the Spanish settlements on the South American seaboard. Leaving England with five ships he steered for the Strait of Magellan, but storms dispersed his little squadron, and Drake's own vessel, the *Golden Hinde* of glorious memory, alone reached the Pacific Ocean. Nothing daunted by his misfortunes he boldly sailed up the coast, visiting and ravaging the settlements, and capturing many Spanish galleons laden with treasure. Devastation marked his triumphal progress, and we are told that up and down the coast the mere mention of Drake's name struck terror to the hearts of his enemies. At last, satisfied with the havoc he had wrought and wishing to depart in safety with his rich booty, Drake sailed northward, proposing to return to Europe by the northwest passage of which he had heard so much. In "The World Encompassed by Sir Francis Drake" we read that the courageous Englishman continued his voyage far up the northwest coast in his vain quest. He was at last forced to put about on account of the inclemency of the weather. He sailed south again, making land in the neighborhood of the thirty-eighth parallel of latitude on the coast of California. His exact landfall was for many years a matter of conjecture and dispute, but the available evidence seems to prove more or less conclusively that Drake's Bay, a little to the north of San Francisco, was the haven in which the *Golden Hinde* found refuge. Here Sir Francis had intercourse with the natives, by whom he was well received, and obtained a supply of water and fresh provisions which were badly needed. Drake christened the whole land New Albion and took possession of it in the name of Queen Elizabeth. Then, rather than again approach the hornet's nest he had stirred up to the south, he sailed across the Pacific and followed the path of the Portuguese round the Cape of Good

Hope to Europe, reaching England in 1580, after an absence of three years. Sir Francis was honored by Elizabeth and became the idol of the people, with whom his exploits on the Spanish Main were in high favor.

The voyage of Sir Francis Drake had a somewhat important bearing on future events, for upon his discoveries on the northwest coast the British partially based their claim to the territory of Oregon when, at a later date, the boundary dispute occupied the attention of the diplomatists of Great Britain and America. Unfortunately, we have no sure means of ascertaining the exact parallel of latitude attained by Drake as his notes are by no means as clear as they might be upon this subject. It was advanced by the authorities favoring the British contention that the forty-eighth parallel was reached, but it is scarcely likely that the northern excursion of the noted buccaneer was prolonged so far.

The fancied impregnability of the Spanish position on the Pacific was thus rudely shaken. Their richly laden galleons served as a lure to the adventurous English, who delighted in humbling the power and pride of Spain. A few years only had elapsed after Drake's successful piratical incursion, when Thomas Cavendish, almost as celebrated as his great prototype, appeared off the west coast of South America with three small ships. Following the tactics of Sir Francis Drake he pillaged and burnt the settlements of the Spaniards and looted their treasure ships, leaving behind him a trail of blood and fire. Before returning he sailed as far north as Cape San Lucas, where he fell in with the galleon *Santa Anna* having on board an immensely valuable cargo of merchandise from Manila. Capturing this rich prize, he transferred the treasure to his own vessels, then burned the craft to the water's edge and with the wantonness characteristic of the age, landed her unfortunate crew on the desolate coast and abandoned them to their fate. Happily for the castaways, the burned craft drifted ashore in their vicinity and they were able to roughly repair the damage and escape to a Mexican port. Vizcaino and Apostolos Valerianos (the latter better known as Juan

de Fuca), who later played an important part in the exploration of the northwest coastline, were on board this ill-starred ship, and for this reason, if for no other, the incident just recited possesses more than ordinary interest.

In the latter quarter of the sixteenth century English freebooters were more or less actively engaged in harassing the Spaniards on the Pacific. However, as a general rule, those who endeavored to emulate the deeds of Drake and Cavendish met with but indifferent success. The inaccessibility of the Manila trade route, and the lack of bases for the conduct of offensive operations proved the salvation of the Spaniards.

Belief in the existence of the Strait of Anian, or the Northwest Passage as it is known to us, seemed inborn in the mariners of the sixteenth century. The Spanish, the Portuguese, the Dutch and the English held this faith in common and to their zealous, but futile, endeavors to find the Pacific inlet to this fabled Strait we are indebted for many of the early voyages of discovery and eventually the exploration and settlement of the Northwest Coast.

To this belief we also owe a rich literature of adventure, the materials of which are contained in the records of many voyages and expeditions. The Spaniards after repeated attempts despaired of its existence, at least within the sphere of their influence. But the belief died hard, all the more so because from time to time the world was misled by reports of the navigation of the reputed waterway. The published accounts of such men as Maldonado, de Fonte and others, were believed implicitly by many. These bald falsehoods, manufactured as they were out of whole cloth, served to keep alive the idea that such a passage really divided the North American continent. The early explorations on the Mexican and Californian littoral soon established beyond peradventure that the long sought for passage did not find an outlet in this region, and the fact might have had a discouraging effect on the progress of northwest exploration if a new reason for charting the Pacific coastline had not arisen. The establishment of the trade route to the Spice Islands has already been alluded to. It will be remembered that

the ships crossed the Pacific in the path of the southwesterly trades. In returning, however, mariners were obliged to steer a northerly course so that their landfall on the continent was often far above Mexico. This necessitated a more or less protracted voyage along an uncharted and dangerous coast. Naturally enough the authorities at Madrid, bearing in mind the enormous value of the Philippine trade, soon determined that in order to prevent the constant loss of ships in these waters it would be necessary to find and chart havens of refuge for the homing treasure ships. It is impossible to say in what latitude the ships made the continent, but it has been stated, and apparently with some show of reason, that they often sighted land in the higher latitude of the Californian coast. There is reason to believe that long before Vizcaino, in 1602-3 charted the coastline between Cape San Lucas and the forty-third parallel, the Spanish captains engaged in the East Indian trade knew of the harbor of San Francisco and it is not altogether improbable that they often visited this port for water and refreshment after their long and tedious voyages across the Pacific.

Between the voyages of Vizcaino and that of Juan Perez in the "Santiago," which is dealt with in the next chapter, there is an interregnum of nearly two hundred years. During that long period, so far as contemporary evidence is available, attention from the problems of Pacific navigation, trade and adventure was completely withdrawn, only to be revived to greater activity towards the close of the eighteenth century, when Spain made a final effort to assert her traditional sovereignty over the western and southern seas. England had also entered upon a new phase of naval activity, and was again to be brought into conflict with an European power for the supremacy of the ocean, this time with France, as she had once in the earlier period described, in conflict with Spain, and it was her destiny once more to emerge triumphant. Spain at this later period was struggling with adverse fate to regain lost ground; England was in the ascendancy, strong, aggressive and indomitable. A new race of sea dogs, worthy of the best traditions of the

days of Drake, had risen in the Navy, and headed by Nelson, were more than ever to make the Union Jack respected and feared wherever flung to the breeze. In respect to the Pacific Coast of North America, the later expeditions of the Spanish were soon followed by those of the English. Interest was again revived in the solution of the problem of the Northwest Passage, and the mariners of both nations contributed much to the knowledge of this coast. That England should lead in this enterprise is not to be wondered at, considering the greatly superior vessels and improved equipment as compared with those of the Spaniards. That she should remain in possession while the Spanish retired forever from the region north of California coast was inevitable. Spain was a worn out and decrepit naval power, while England was coming to her prime, and was yet to witness her greatest triumphs.

JUAN DE FUCA.

In 1592, just a century after the discovery of America by Columbus, the Viceroy of Mexico sent a Greek pilot, known among the Spaniards of that colony as Juan de Fuca, on a voyage of discovery to the north Pacific Ocean. This navigator followed the coast till he reached an inlet up which he sailed for more than twenty days. The entrance of the strait was marked by a great headland or island on which was an exceedingly high pinnacle of spired rock. This strait which grew wider as the explorer proceeded contained numerous islands. Juan de Fuca landed at several places and found the natives dressed in the skins of beasts. He observed that the land was fruitful and reported that it was rich in gold, silver, pearls and other things like New Spain. Sailing on he reached a broader sheet of water of which he spoke as the North Sea. He then returned to Acapulco. The inland waters thus explored are known now as the Straits of Juan de Fuca and Georgia. This is alluded to in the following extract from Robert Greenhow's "Historic Memoirs of the Northwest Coast:" "The discrepancies to be observed in the narrative of de Fuca are few and slight and are all within the limits of

supposable error on the part of the Greek, especially when his advanced age, and the circumstances that he spoke only from recollection are considered; while on the other hand, the coincidences are too great and too striking to be fairly attributed to chance.

"It may, therefore, be undoubtedly admitted that Fuca entered the strait now bearing his name, and that he may also have passed entirely through it, but that he, an experienced navigator, should have conceived that by sailing thirty leagues east and then eighty leagues northwest by west he had arrived in the Atlantic is wholly incredible."

The explorer not receiving the rewards he expected from the viceroy and the Spanish king returned disappointed to his home in Cephalonia. On his way thither in 1596 he met at Florence an English sea-captain, John Douglas, who introduced him to Michael Lock, an influential merchant. So greatly were these Englishmen impressed with the truthfulness of the story told by the old mariner and of the importance of his discovery that they endeavored through Lord Cecil, Sir Walter Raleigh and Richard Hakluyt, famous for his publication of works of travel and exploration, to induce Queen Elizabeth to employ de Fuca to make discoveries on England's behalf. To take the explorer to England £100 was needed and the British Government was asked to furnish the money. It was not sent and when in 1602 Lock found himself in a position to advance it out of his own funds Juan de Fuca was on his deathbed. The opportunity had passed and it was almost two hundred years before the flag of England was planted on the Northwest Coast.

CHAPTER III.

LATER EXPLORERS.

The next explorations of which we have any authentic record were those of Juan Perez and his pilot, Estevan Jose Martinez, who set sail from San Blas in January, 1774, on the Spanish corvette, Santiago, to explore the coast between the forty-third and the sixtieth parallels of north latitude. The Santiago spent the winter at Monterey. Leaving that harbor on the sixth of June Perez sailed north and sighted land in latitude fifty-four degrees. He named the most northerly point of land Cape San Margarita. It is now known as North Cape on the extreme north of the Queen Charlotte Islands. The navigator then turned his prow southward and on the ninth of August, the eve of the festival of St. Lawrence, reached latitude forty-nine degrees thirty minutes. Here he found anchorage which he piously named San Lorenzo. The natives offered him skins in exchange for articles of iron, showing that they had previously learned the value of that most useful of metals. Father Brabant, a Roman Catholic priest stationed on the west coast of Vancouver Island, told Captain Walbrau, C. G. S., of the following tradition current among the Indians at Hesquiat and Nootka Sound, which he believed related to this visit of the Santiago:

“One day, many, many years ago, the Indians, one morning, looking out to sea from a village called Oum-mis, saw between the Hole-in-the-Wall and Sunday Rock a large object floating on the water which, at first, they took to be a very large bird. But when it came nearer, near enough to see people moving about on it, they concluded among themselves that it was a very big canoe and that the strangers were their dead chiefs coming back from the dead. The ship came close into a place called Patcista, a bay

marked on the chart as a good landing place for boats, between Sunday Rock and Escalante Reef, and there stayed a short time."

The Santiago returned from San Lorenzo to San Blas and the next year was sent on a second expedition under command of Captain Don Bruno Heceta with Juan Perez as one of his officers. She was accompanied by a little vessel, the Sonora, thirty-six feet long, twelve wide and eight deep. To the gallant and persevering officers of this tiny craft, Don Juan Francisco de la Bodega y Quadra and Antonio Maurelle, is chiefly due the credit of explorations made during this voyage. Leaving San Blas on the sixteenth of March they surveyed the coast till they reached the vicinity of the entrance into the strait discovered by Fuca. Here the ships were driven southward by a storm. They found anchorage between a small island and the coast. The crew of a boat sent on shore for wood and water was murdered by the natives. The Sonora was also attacked, but although there were only three men left on board capable of bearing arms the savages were driven back with a loss of six men. The island where the disaster occurred was called Isle de Dolores. Heceta now wanted to return but Quadra urged him to continue his voyage. He complied, but about a week afterward, the vessels having been separated by a storm, the Santiago began her homeward journey. Ten days later her commander discovered the mouth of a large river, the Columbia, which is marked on the Spanish charts of 1788, Rio San Roque. The little Sonora with her diminished crew proceeded on her voyage. On the sixteenth of August she reached what is now known as Mount Edgecombe, "which was of the most regular and beautiful form they had ever seen, the top of it covered with snow and beneath this top caused by the snow lying in deep gullies, white and dark stripes were regularly formed down the mountain side." The next day at a place which the Spaniards called Port de los Remedies, but which is now known as the Bay of Islands, Quadra erected a cross, carved another on the rock and took formal possession of the territory in the name of the king of Spain. The natives

of this place carried off the wooden cross and placed it in front of one of their houses. The mouth of the river which emptied into the bay was filled with salmon, which were caught by the natives and sold to the explorers. On the twenty-second of August Quadra proceeded northward and reached latitude fifty-eight degrees. The weather became very cold and stormy and as only Quadra himself and Maurelle were well enough to navigate the ship they were obliged to set out on their homeward voyage. Threading her way among the islands and promontories so numerous on this coast the Sonora at length found shelter in a large bay in latitude fifty-five degrees thirty minutes, which Quadra named Port Bucarelli. Here the weather-worn sailors found rest and refreshment. It is curious to learn that they attributed the grateful warmth of this sheltered haven to an active volcano which they saw burning in the distance.

Passing by and naming Cape St. Augustine the explorers saw and named Perez Sound, now known as Dixon Entrance. Here a southwesterly storm drove them north and again the indefatigable mariners had hopes of accomplishing their mission and reaching the sixtieth parallel, but sickness reappearing they abandoned their purpose and set out on their return. They reached Monterey on the seventh of October and on the twentieth of November, 1775, arrived at San Blas.

In 1779 Quadra and Maurelle accompanied Lieutenant Artega on a third expedition to the Northwest Coast. They examined and surveyed the bay at Port Bucarelli discovered in 1775, saw Mount St. Elias and entered the large inlet now called Prince William Sound just beyond the sixtieth parallel which Quadra had striven so hard to reach in the preceding voyage. The Spaniards contented themselves with these discoveries and it was not till British merchants had begun to occupy the Northwest Coast that they returned to prosecute their explorations and to drive off, if possible, those whom they looked upon as trespassers.

CAPTAIN COOK.

In 1588 the renowned Englishman, Sir Francis Drake, sailed by the western coast of North America and named the region New Albion. As far as can be ascertained he did not reach a higher latitude than California. It was one hundred and ninety years before another visit of a British ship to this coast is recorded. On the seventh of March, 1778, Captain James Cook, the celebrated navigator, sighted land about one hundred miles north of Cape Mendocino. He had set sail from Plymouth nearly two years before in command of His Majesty's ships, *Resolution* and *Discovery*. He had spent much time in exploring the southern seas and had discovered the Sandwich or Hawaiian Islands. His instructions were to endeavor to fall in with the coast in the latitude of forty-five degrees and then examine it to the latitude of sixty-five degrees, but not to lose any time in exploring rivers or inlets until he had reached the latter parallel. At the fifty-sixth parallel he was to search for a passage pointing towards Hudson's or Baffin's Bay, and if found, to attempt to make his way through; if no passage was found, then he was to visit the Russian establishments in that latitude and to explore the seas northwards, as far and as completely as he could.

A little northwest of the forty-eighth parallel Cook observed a point of land to which he gave the name of Cape Flattery. The weather here was very stormy and no sign of Juan de Fuca strait could be observed. The old Greek navigator had stated that the passage was between the forty-seventh and forty-eighth parallels, and as Captain Cook could not find it there he came to the conclusion that no such strait existed. Keeping on his course he discovered land on the twenty-ninth of March, 1778, in latitude forty-nine degrees twenty-eight minutes north. Here he found a large bay into which he entered and to which he gave the name of Nootka Sound. He stayed here four weeks, thoroughly refitted his ships and made a plan of a portion of the sound. He found the natives very friendly and not disposed

to interfere with him in any way. They wore ornaments of brass and used implements of iron. One of the men adorned his person with two silver teaspoons of Spanish make. The Indians, nevertheless, declared no ship had entered that bay before so it was supposed the articles were obtained from other tribes who had held communication with the Spaniards. The natives brought him furs in exchange for various articles of small value. These furs the sailors made into coats or bed covering. On the twenty-sixth of April, Captain Cook was again ready for sea. Soon after he saw the beautiful mountain described by the Spanish pilot Maurelle and named it Mount Edgecombe. Cook skirted the coast of Alaska, naming Mount Fairweather, Cross Sound and Cross Cape. He saw Mount St. Elias, discovered by the explorer Behring, and found two large bays. To the first he gave the name of Prince William's Sound, the second has been called in his honor Cook's Inlet. Calling at Unalaska and then sailing westward, Cook touched at the most western point of the continent, naming it Cape Prince of Wales. He then crossed the channel, thirty-six miles wide at this place, and reached the opposite shore of Asia at East Cape. It was Cook who gave the strait, which separates the continents of Asia and America, the name of Behring Strait, in honor of the explorer, Behring, who had passed through it fifty years before. It was now October and Cook, finding he could proceed no further north, sailed for the Sandwich Islands to winter. He intended to return next spring to pursue his investigations, but was murdered by the natives in February, 1779. Captain Clerke succeeded to the command of the ships, but neither was he able to pierce the icy barrier. Like his commander he died in exile, falling a victim to consumption at Petropavlovsky, in Kamschatka. Before returning to England the ships, now under command of Captain Gore, went to China. The sailors received such handsome prices for the furs they had got at Nootka Sound that they wanted their commander to return thither to get more. When, as in duty bound, he refused there was almost a mutiny on board the Resolution and Discovery. The ships did not reach England

till 1780 and it was 1784 before the account of Cook's third voyage with the charts of the northwest coast made by him and his officers was published. No sooner was the news of the discovery of this rich fur-bearing region given to the world than a great number of ships made their way thither. The first to arrive at Nootka Sound was a little vessel from China in 1785, commanded by Captain Hanna, who was able to obtain furs which he sold for twenty-six thousand dollars. During 1786 Hanna returned to find that two of the East India Company's vessels, the *Captain Cook* and the *Experiment*, had visited the place in his absence and that they had left no furs behind them. An adventurous seaman, John McKay, surgeon's mate of the "*Captain Cook*," had voluntarily remained at Nootka Sound to study the language, customs and manners of the natives. Not being able to obtain furs at this place Hanna visited the inlets to the northwest of Vancouver Island and named many of them, as well as the capes. Queen Charlotte Sound was in 1786 discovered and named by the officers of the "*Captain Cook*" and "*Experiment*," who had returned on another trading expedition. A notable event of the same year was the visit of the famous French explorer, La Perouse. He was the first to suggest that the Queen Charlotte Islands were not part of the mainland of North America. At the only place at which this explorer landed he had the misfortune to lose two boat's crews consisting of twenty-one men. He himself with both his ships was lost near Australia on the homeward voyage.

CAPTAIN MEARES.

In the autumn of 1786 two vessels, the "*Nootka*" and the "*Sea Otter*," sent out from Calcutta arrived on the coast of Alaska. The commander of the former vessel, Captain Meares, was to fill an important place in the history of British Columbia. He was a lieutenant in the British navy on half pay. When in October the "*Nootka*" arrived at her destination, King William's Sound, she found that the "*Sea Otter*" had been there and obtained her

cargo of furs and sailed away. No further tidings of this vessel were ever heard. Meares being obliged to winter on this inhospitable shore lost the greater number of his officers and crew from scurvy. In the spring his distress was relieved by the arrival of two trading ships from England. In return for their aid the captains of these vessels insisted that Meares should not carry on any further traffic with the Indians on the coast, but should, as soon as possible, return to China. He therefore set sail for Macao. He reached the harbor of Typa and ended his disastrous voyage by being forced, during a gale, which sprang up after he had anchored, to run his ship aground.

The ships that arrived in King William's Sound in the spring of 1787 were the "King George," Captain Portlock, and the "Queen Charlotte," Captain Dixon. They were the first fur-traders to arrive direct from London, and their vessels were well equipped with everything needed for a successful venture. Leaving King William's Sound, Dixon sailed southward, trading as he went. On the twenty-sixth of July he reached a cape which formed the southern extremity of the land along which he had been sailing. He called the point Cape St. James and rounding it, steered to the north. He soon saw, as Prowse had suspected, that he had been following the coast of a large island or group of islands and gave them the name of his vessel, the Queen Charlotte. Dixon then steered his course for Nootka, expecting to meet his consort the "King George." On the way he fell in with the "Prince of Wales" and the "Princess Royal" vessels, belonging to the same company as his own, that of the Messrs. Etches, merchant traders, and learned from them that the "Prince George" was not at Nootka. He then set sail for Macao where he met his consort. Their furs were sold for fifty-four thousand eight hundred and fifty-seven dollars, and having loaded their ships with tea, Portlock and Dixon returned to England.

Captain Duncan of the "Princess Royal" was the first of the fur-traders to pursue his calling along the coast of the mainland. Calvert and Princess Royal Islands, as well as Safety Cove, still bear the names given by him.

He was rewarded for his enterprise and boldness by a splendid cargo of those sea otter skins, which were the only furs sought by these early traders.

In 1787 Barclay Sound on the west coast of Vancouver Island was discovered by Captain Barclay of the "Imperial Eagle," who brought his wife with him on this hazardous voyage. The natives, who had previously murdered the Spaniards, had not changed in the interval, for a party from the Imperial Eagle who imprudently went up a small river in one of the boats near the Isle de Dolores to trade, were murdered. From this circumstance Barclay re-named the place Destruction Island. A brother of the king of Nootka, chief Comekela, was taken away in the Imperial Eagle when she sailed for China. The next year, 1788, saw the arrival of the first ships from the United States. These were the "Columbia," Captain John Kendrick, and the "Lady Washington," Captain Robert Gray. The next year the captains exchanged ships and Gray with the "Columbia" returned to Boston by way of China and the Cape of Good Hope, arriving in port on August ninth, 1790. A medal was struck in Boston to commemorate this voyage, which, as we shall see, was not so important as that made in the succeeding year.

Meanwhile Captain Meares, nothing daunted by his terrible experience in King William's Sound, had undertaken a second voyage to the shores of North America. This time he was bound for Nootka Sound and had determined to establish a trading post there. His expedition consisted of two ships, the "Felice" commanded by himself, and the "Iphigenia Nubiana," under Captain William Douglas. Both vessels were really owned by a company of British merchants resident in Canton, but to evade the heavy dues levied by China on all foreign vessels except those belonging to Portugal, the questionable expedients of sailing under the Portuguese flag and making out papers in the name of a Portuguese were resorted to.

The sixteenth of May, 1788, was a memorable day at Nootka Sound. The "Felice" had arrived on the thirteenth and found that the chiefs of

Nootka, Maquinna and Callicum, were absent at Clayoquot on a visit of state to Wicananish, a powerful chief who lived there. On the sixteenth they returned and seeing the "Felice" in the harbor, these painted and befeathered potentates rowed round her singing an address of welcome. Captain Meares had brought back with him, Comekela, who had been taken away the year before by the "Imperial Eagle." This chief was returned to his tribe clad in a scarlet coat, a military hat and all the ornaments which he had been able to obtain. Absurd as was the figure he presented to European eyes, his gorgeous array was much admired by his countrymen, and he was greeted with shouts of welcome and a feast made in his honor.

After these friendly demonstrations were over Captain Meares procured from King Maquinna a piece of land on the shores of a part of the sound, with the appropriate name of Friendly Cove, in exchange for ten sheets of copper and other trifling articles. Here he erected a large building to serve for workshop, storehouse, and dwelling, surrounded it with a breastwork defended by one cannon. This work completed he raised for the first time on the western coast of America the British flag. This little establishment of Meares was the earliest recorded attempt at settlement made by white men on the northwest coast south of the Russian possessions. Captain Meares set his men at work building a ship and proceeded southward on a trading and exploring expedition. He visited the redoubtable Wicananish, whom he had met at Nootka, and being kindly received, anchored in a secure harbor. To this place he gave the name of Port Con, after one of the owners of the "Felice." After the universal Indian custom the visitors were feasted. In return for this hospitality Meares presented Wicananish with two copper kettles and some blankets. So highly were these presents esteemed that the chief gave in return fifty splendid sea otter skins, the value of which would not be less than two thousand five hundred dollars. The fame of the kettles spread far and wide and Wicananish was forced to part with them to a hostile and more powerful tribe. Proceeding on his journey Captain Meares

recognized the spired rock described nearly two hundred years before by Juan de Fuca, and saw stretching away to the east the channel whose existence Cook and others of the early voyagers to this coast had denied. Meares at once named the inlet the Strait of Juan de Fuca. In the evening the "Felice" crossed to a barren island at the south side of the opening. Here they encountered Tatooche, a powerful Indian chief, and a large number of his warriors. The Indians at first showed signs of hostility and Tatooche said the country to the south belonged to him. In the end, however, the Indians who were seated in their canoes entertained their visitors with a song which Captain Meares speaks of in this way:

"Situating, as we were, on a wild and unfrequented coast in a distant corner of the globe, far removed from all those friends, connections and circumstances which form the charm and comfort of life and taking our course as it were through a solitary ocean; in such a situation the simple melody of the natives proceeding in perfect unison, and exact measure from four hundred voices found its way to our hearts, and at the same moment awakened and becalmed many a painful thought."

Nothing strikes the reader of the accounts of most of the early voyagers more than the prudence and forbearance which the British sailors exercised towards the natives. On the one hand they guarded against attack and on the other they used every means to gain the good will of the savages. The barren island from which Tatooche had come still bears his name. Not having time to explore the strait, Meares set out to look for the river which the Spaniards had named San Roque. Although he named the promontory to the north of the mouth of its estuary, Cape Disappointment, and the water to the south of it, Deception Bay, Meares could discern no sign of the great river. The explorer then returned to Barclay Sound, named Cape Beale, and took possession of Juan de Fuca Strait and the adjoining territory in the name of King George. He sent out a boat to examine the Strait of Fuca and get if possible a load of furs. The natives proved unfriendly, and after

a sharp encounter at what is now Port San Juan, her officer was glad to return to the ship. He reported that the strait was many leagues broad with a clear horizon stretching away to the northeastward. When Meares reached Friendly Cove he found that King Maquinna had kept faith with him and that the fame of the building of the white man's canoe had attracted the Indians from all directions. Towards the end of August the "Iphigenia" arrived, having visited many places along the coast of the mainland between Cook's River and the north of Vancouver Island. On the twentieth of September the new ship was launched and called the Northwest America. In honor of the event salutes were fired from the "Felice" and the "Iphigenia," and the cannon on shore was discharged, greatly to the delight of the natives. Captain Gray of the "Washington" was present at the ceremony. A little later Captain Meares set sail for China on the "Felice" with all the furs that had been collected, giving orders that the "Iphigenia" and the "Northwest America," which had been put in charge of Robert Hunter, mate of the "Felice," should winter at the Sandwich Islands, returning as soon as possible in the spring to resume the fur trade.

Meares promised to return as soon as possible to build more houses and to introduce among his western friends the manners and customs of the far east. Maquinna before his departure performed the ceremony of doing homage to his English friend. He took his tiara of feathers, placed it on Meares' head and dressed him in his robe of otter skins. Thus arrayed Meares was requested to sit down on a chest filled with human bones, Maquinna placing himself on the ground. The chief's example was followed by all the natives present when they sang one of their plaintive songs. Thus were the British in the person of Meares acknowledged sovereigns of Nootka Sound. Vancouver Island in those days must have had a considerable population. In the three villages of Nootka, Clayoquot and Port Con there were twelve thousand souls.

Meares left for China delighted with what he had achieved and hoping

that the future held in store for him still greater successes. Alas for the vanity of human expectations! His prosperity was shortlived and his plans came to naught. When the "Iphigenia" and the "Northwest America" returned next spring they found that the United States ships the "Columbia" and "Washington" had wintered in Nootka Sound. The "Northwest America" was at once sent off to forestall if possible the American traders in the rocky marts to the north. As the "Iphigenia" lay in the harbor of Nootka on the sixth of May, a Spanish ship of war, the "Princesa," under command of Don Stephen Joseph Martinez, arrived from San Blas followed on the thirteenth by a smaller vessel, the "San Carlos." At first Captain Douglas and Don Martinez were very friendly, but the day after the arrival of the "San Carlos" the Spaniards seized the "Iphigenia," put her officers in irons and took possession, in the name of the king of Spain, of the land and buildings belonging to Meares. The vessel was then stripped of all her stores, provisions and merchandise, even her instruments and charts were carried away. The only thing left was some bars of iron. The Spanish commander had tried to induce Captain Douglas to sell him the "Northwest America," but not being able to effect his purpose he had insisted upon his writing to her captain ordering him to deliver his vessel to the Spaniards. Douglas wrote a letter, though he did not give the directions ordered. When it had been delivered to Don Martinez the British ship was allowed to sail to China badly fitted out for such a long cruise. However, after getting supplies at the Sandwich Islands in return for the iron which had been left on board, she reached Macao, much to the relief and surprise of her captain. The "Northwest America" was in her turn seized, her cargo of furs taken from her and her crew put on board the "Columbia." She was then sent out on a trading cruise by the Spaniards. The captain of the "Columbia" at the request of Don Martinez gave these British sailors a passage to China. When Meares returned to China he sold the "Felice" and his company allying themselves with Etches Brothers, he obtained control of the "Princess

Royal" and a little ship named the "Argonaut." James Colnett was put in charge of these vessels and in the spring of 1789 they sailed for Nootka Sound. As soon as the "Argonaut" appeared in sight Don Martinez came out to meet her, and by pretending to be in distress induced Captain Colnett to come into Friendly Cove and furnish him with such supplies as the Spaniards required. When the British captain hesitated about putting his vessel under the guns of two foreign ships, Don Martinez assured him that he had only come to the Nootka to prevent the Russians from settling on that part of the coast, and pledged his word as a Spanish gentleman that, having given him the supplies necessary for his relief, the captain of the Argonaut might sail away at his own convenience. Captain Colnett, himself an officer in the British navy, and an honorable gentleman, trusted the perfidious Spaniard, but no sooner was he in his power than he and his officers were imprisoned, his sailors put in irons and his ship and cargo seized. When the "Princess Royal" appeared a few days after she was treated in a similar way. Although Spain and England were at peace the ships were taken to San Blas as prizes, their officers and crew treated with every indignity and their commander frequently threatened with instant death. Arriving at San Blas the Englishmen were induced by promises of speedy release to repair the "Argonaut" and get her ready for sea. When this was done their inhuman captors laughed at their credulity and sent the ship away on a voyage for their own benefit. The prisoners were then, however, removed to Tepeak, where they had the good fortune to meet with the commander of the squadron, Don Bodega y Quadra, who obtained for Captain Colnett permission to go to Mexico to lay his case before the Viceroy of Spain. On hearing his story that dignitary, Don Revillagigeda, ordered that his vessels should be returned to him, and that having been supplied with all necessaries he should be allowed to return to China. Thus after fifteen months' unlawful capture these British subjects obtained release.

When news of these highhanded proceedings reached England there was

great indignation. The Spaniards answered the demand for reparation and satisfaction by declaring that British subjects had no rights on the northwest coast of America, as it belonged to Spain by virtue of previous discovery. England was firm in her demands and for a time war seemed imminent. Eventually, however, a convention was formed and the treaty of Nootka agreed upon. By the terms of this treaty all lands or buildings taken from British subjects must be restored to them. Payment must be made for all goods or other property seized or destroyed. The subjects of either nation were to be free to settle or trade on any part of the western coast of America north of the present Spanish settlements.

Don Martinez was at once recalled from Nootka by the Spanish government. His place was taken by Commander Elisa, who was shortly after succeeded by the humane and chivalrous Quadra. An instance of the inhumanity of Martinez towards the natives is given in Meares' voyages and was witnessed by the captain of the "Northwest America." The Indian chief Callicum, who had treated the English at Friendly Cove with the greatest kindness and perfect good faith, came one day to the "Princesa" to present some fish to the commodore. He had with him in his canoe his wife and child. He was received rudely and as he rowed away uttered an impatient exclamation. Instantly he was shot through the heart. The wretches who committed this wanton murder would only allow the bereaved father to recover his son's body when he had purchased the privilege by bringing them a sufficient number of furs.

The British government appointed George Vancouver a commissioner to proceed to Nootka and receive from the Spanish commandant stationed there whatever tracts or parcels of land at Nootka and in the vicinity thereof British subjects had been dispossessed of in the year 1789. He was by the admiralty placed in command of His Majesty's ships "Discovery" and "Chatham," with orders to proceed to the Pacific Ocean to survey the coast of America from latitude thirty degrees to sixty degrees north and to ascertain what

passage if any existed to the eastward. How Vancouver carried out his instructions will form the subject of the following pages. We will close this with a brief description of the Spanish explorations of this period. While Captain Colnett and his crew were toiling beneath the heat of a burning sun to fit the "Argonaut" for a voyage, the "Princess Royal," transformed into the "Princesa Real," was under command of the Spanish lieutenant, Quimper, sailing along the southern shore of Vancouver Island. He landed at what is now Sooke Inlet, in June, 1790, named it Porto de Revillagigeda and took possession of the region in the name of the king of Spain. On the last day of the month he anchored in Esquimalt harbor, which he named Port Cordova, after Bucareti, the forty-sixth viceroy of Mexico. An exploring party discovered the San Juan archipelago and Haro strait, which still bears the name given it by Quimper. He crossed to the opposite shore, but stormy weather prevented his making any further discoveries and he proceeded to the Sandwich Islands, where the ship met her rightful owner, Captain Colnett, and he, by order of the Spanish government, was put in possession of her.

CAPTAIN VANCOUVER.

To none of her explorers does British Columbia owe such a debt as to Captain Vancouver. Others came to her shores to enrich themselves by depleting the rocks and waters of the animals whose beautiful furs rendered them the prey of the remorseless hunter. Vancouver, in the pursuit of his duty, spent busy days and toilsome nights to bring her coasts to the knowledge of civilized man. From the day that he first viewed her rocky shores till hand and brain were still in death, he was occupied either in threading the intricate passages that wind in and out among her labyrinths of islands, in exploring the deep fiords that stretch inland through the shaggy forests which clothe the slopes of the mountains overlooking the ocean, or in preparing a record of his voyages. By the help of his charts the mariner can

navigate the waters of the north Pacific, and in many places nothing has been added to the knowledge gained by him and his gallant staff of officers.

Vancouver left England on April 1, 1791, in command of two of His Majesty's ships, the "Discovery" and the "Chatham." He sailed by the Cape of Good Hope, did some surveying on the coast of Australia and landed at Dusky Bay, New Zealand, to refit his vessels. At the Society Islands, where he had been twice before, Vancouver received a warm welcome from the natives. He called at Hawaii to leave a native called Towereroo, who had been taken to England, with his friends and to survey more thoroughly these islands where his beloved superior officer, Captain Cook, had met so terrible a fate. It was the eighteenth of April, 1792, before Vancouver arrived on the coast of America. The first land seen was in the neighborhood of Cape Mendocino. As he neared the straits of Juan de Fuca the United States ship "Columbia," Captain Gray, was spoken. Gray told Vancouver that he had been at the mouth of a large river a few days before, but was prevented by the current from entering it. A short time after, however, Gray was able to sail up the river and anchor about ten miles from its mouth. He gave it the name of his vessel, a very appropriate one, the Columbia.

As Vancouver's ships neared Cape Flattery on the twenty-ninth of April, a storm came on which added to the gloom of that wild region. The next day, however, the weather cleared and as the vessels sailed up the strait the sky was so cloudless and the sea so smooth that Vancouver was able in the afternoon to take a lunar observation. A little later a magnificent mountain peak, whose snow-covered head reflected the beams of the setting sun, was seen and received the name of Lieutenant Baker of the "Discovery." In remembrance of a similar formation of land on the shores of England, a low sandy spit near which the ships were brought to anchor was called New Dungeness. On May first the boats were lowered for exploration. In the evening a large bay was discovered with an island protecting the en-

trance. The ships were anchored in this bay, which was called Port Discovery and the island Protection Island. There were not many natives in the neighborhood, and those that were seen seemed to pay no attention to the strangers. The boats were again embarked and Vancouver set out on his cruise in the winding sheet of water which still recalls the name of Lieutenant Puget. Whidby Island, near the entrance of the sound, was called after the most indefatigable of Vancouver's assistants, the master of the Discovery, Joseph Whidby. Many bays, promontories, islands and inlets were examined and named by Vancouver and his officers. On May twenty-ninth, 1792, the survey of Hood's Canal, Admiralty Inlet and Puget Sound having been completed, Vancouver, at what is now Port Blakely, but which he called Restoration Point, took solemn possession of the country in the name of George III. A turf was turned, the British flag hoisted, the crews drank the king's health and the guns on the ship fired a salute. On June fifth a northward voyage was begun. The ships passed out of Admiralty Inlet and anchored in Birch Bay, near Point Roberts, now on the international boundary. The boats were sent out. After examining Point Roberts they saw that there was no shelter on the shoals near for the night that was coming on. They rowed across to the western shore and spent the night in the shelter of a rocky bluff. The next day the explorers returned and landed at Point Grey. The distance between Point Roberts and Point Grey is nineteen miles. Into this part of the Gulf of Georgia empties the Fraser River. Why Vancouver did not read in the shoals at this place, and in the discoloration of the waters of the sea, the signs of a large river has ever since been a mystery. But if the Fraser River was missed Burrard Inlet was thoroughly explored. The place was a solitude. Had Vancouver any premonition that the shores would be covered with a great city, and that ships compared with which his own would seem only a tiny craft would convey the merchandise of the world to its marts? And so Vancouver sailed on, naming as he went waters and islands after his friends of high or low degree. As the boats returned from

Jervis Inlet vessels were seen at anchor near Point Grey. These proved to be Spanish men-of-war under command respectively of Lieutenants Galiano and Valdez, which had sailed from Nootka June fifth on an exploring expedition. They were in search of a large river said by the Indians to exist on the coasts which Vancouver had been exploring, but as yet they had been unable to find it. Each of these exploring parties showed the other their charts and journals and they worked together three weeks. The Indians, the Spaniards reported, said that the waters in which they were sailing united with the ocean to the north. Vancouver named it the Gulf of Georgia. Several villages of the natives were visited on the coast of the mainland and some trading was done here. Passing through the narrow and dangerous channel called after one of his officers, Johnstone Strait, the vessels reached Queen Charlotte Sound, where they narrowly escaped being wrecked. The coast was examined as far as fifty-two degrees eighteen minutes north, when the trading brig "Venus," which had lately visited Nootka, appeared in sight. Her captain informed Vancouver that his store ship, the "Daedalus," had arrived at that place. As her commander had been murdered in the Sandwich Islands, Vancouver determined to sail straight for Nootka. When he arrived there he found that Quadra, the Spanish commandant, had preceded him. The British officers were courteously received and hospitably treated by Quadra and the warmest friendship grew up between the two commanders.

When Vancouver, however, asked for the surrender of the lands which he had been authorized to receive, Quadra declared that his instructions from the Spanish court did not agree with the tenor of Vancouver's commission. Vancouver then sent Zachary Mudge, first lieutenant of the Discovery, in a Portuguese brig to China with dispatches which he was to deliver in England as soon as possible. Quadra left Nootka for Monterey in September, but before he went the large island of which Vancouver had completed the survey begun many years ago by the Spaniards, was at Quadra's suggestion named by Vancouver the Island of Quadra and Vancouver. A month later Van-

couver sailed for San Francisco with the purpose of exploring the Columbia on his way. When he arrived at the mouth of the river the weather was stormy and he was obliged to commit to Broughton, the commander of the smaller vessel, the task of exploration. The Chatham sailed about a hundred miles up the river, and Broughton took possession of it and the adjoining territory in the name of the king of England, claiming that as the United States, Captain Gray, had only proceeded ten miles from the coast he had not really discovered the river—not a very ingenuous contention. This explorer learned from an old Indian that higher up falls obstructed the river and that it had its source very far to the eastward. The “Discovery,” the “Chatham” and the “Daedalus” all met at Monterey on September 26, 1792. Here Vancouver renewed his intercourse with his friend Quadra and dispatched Captain Broughton overland to England to learn how he should proceed in the Nootka difficulty. This winter was also spent in the Sandwich Islands. Here Vancouver charged himself with the duty of bringing the murderers of the officers of the “Daedalus” to justice. He succeeded in discovering the culprits and in prevailing upon one of their native chiefs to perform the office of executioner. By the end of May the explorers were again at work at Fitzhugh Sound, the place where they had finished their labors the previous autumn. During this season the coast was explored to within the borders of Alaska. Much time and care were spent in examining the region on what is now the extreme northern coast of British Columbia, for an old voyager, Admiral Fuentes, had reported that a large opening existed there and that from it a chain of lakes extended across the continent. Vancouver himself took charge of one of the expeditions, which wound in and out of the coast for seven hundred miles, where a direct course north would have extended only sixty miles. On this journey Vancouver’s boat was attacked by a party of natives whose leader was an old woman. At first the gallant officer attempted to get rid of his dangerous visitors without bloodshed, but finding all his efforts vain he gave the order to fire. At the first



OREGON RUFFED GROUSE.

volley the Indians took to the water and, using their canoes as shields, soon disappeared. From that time onwards the utmost vigilance was used to be ready for attack and prevent it if possible. Needless to say, Fuentes passage was not discovered. During this season Vancouver's ships were for some time anchored in Observatory Inlet, where it will be remembered the international boundary between the British and United States possessions begins. The explorations were continued northward past the mouth of the Stickine River to a place called Cape Decision, where on September 21, 1793, they were concluded for the season. After calling at Nootka, Vancouver proceeded south and finished his survey in that direction, which ended at the thirtieth parallel of north latitude. The winter was spent in exploring the Sandwich Islands. From the tropical luxuriance of these islands the explorer shaped his course to the rocks and glaciers of the Alaskan coast. He had determined to begin his season's work at the sixtieth parallel, and working southward complete his survey of the whole northwest coast at Cape Decision, the point from which he had sailed last year. He reached the opening which Captain Cook had supposed to be a river early in April. The weather, though very cold, was bright and the view of the surrounding region, comprised of stupendous mountains whose rugged and romantic forms clothed in perpetual sheets of ice and snow, presented a prospect, though magnificently grand, yet dreary, cold and inhospitable. Upon exploration it was found that the sheet of water was not a river, but an inlet. Here a Russian settlement was found. The immigrants had lived at this place five years and were on friendly terms with their Indian neighbors. Some weeks after Vancouver received his first news from home. He had passed Yakutat Bay when he met Captain Brown, who had last year come to his assistance when he was in danger of losing his vessel in a rocky channel. Captain Brown had in the meantime been in England and had brought out the momentous tidings of the French revolution, and of the war between France and England. Here Vancouver fell ill, but Whidby continued the task of exploration. He dis-

covered the immense mountain of ice, which has since received the name of the Muir Glacier. There is now a bay at the foot of the mountain called Glacier Bay, but Whidby found no such inlet. His account agrees with the tradition of the Indians. Lynn Canal, so familiar as the entrance to the Yukon, was discovered by Whidby and received from Vancouver the name of his birthplace, Lynn, in Norfolk. The natives here were found to be a fierce, treacherous, warlike race, and Whidby had to use all his vigilance to escape their attacks. They had been supplied with arms by the Russian traders of New Archangel, a proceeding which roused the indignation of Vancouver. The boats which had been sent out in different directions to complete the last section of the survey met in Frederick Sound on the sixteenth of April, 1794, and on the nineteenth returned to the ships. The great work was finished, and Vancouver speaks of the fact in the following terms: "The accomplishment of an undertaking, the laborious nature of which can be easily perceived, and which had required their unwearied attention, abilities and exertions for three years to bring to a successful conclusion, could not fail of exciting in all on board the 'Discovery' and 'Chatham' sensations of the most pleasing and satisfactory nature."

On September second the ships arrived at Nootka and there Vancouver heard the sad intelligence of the death of his friend Quadra. At Monterey he had the satisfaction of learning that he was right in his interpretation of the treaty of Nootka, and that the whole port of Nootka harbor and Port Cox, with the adjacent country, would be delivered to Great Britain. A new commission had been issued from the court of London, but not addressed to Vancouver. He therefore set out on his homeward voyage. On their way home the ships captured a Dutch East Indiaman named the *Malacca*, as war had been declared with Holland. The "Discovery" and "Chatham" reached England in September, 1795, having been absent nearly five years. Before he had completed the preparation of his journals, Vancouver died, May 10, 1798, at the early age of forty. It is by the simple, unostentatious

devotion to duty of such men as Vancouver that England has won her greatest victories whether in peace or war. He, in his lifetime, had the satisfaction of knowing that he had done his work well, and posterity sees in the grand scenery of British Columbia, his monument.

The commissioner appointed to succeed Vancouver was Lieutenant Thomas Pierce. On the twenty-eighth of March, 1795, he received from General Alva, the Spanish commissioner, the lands formerly occupied by the British, and the Spaniards having dismantled their fort Lieutenant Pierce hoisted the British flag in token of possession. Strange to say this harbor of Nootka Sound, the first point on the northwest coast to be brought to the notice of the world, and for ten years the resort of explorers and traders from all quarters, has not since the departure of the Spaniards been the home of civilized man. Even the natives have almost disappeared. Less than three hundred of the three thousand Indians with whom Meares traded, survive to attend the little church which the zeal of the Roman Catholic missionary at Hesquiat has placed among them. At a small store in the cove, a successor of the old time traders strives to make gain of the Indians who, however, have long ago learned the true value of the white man's wares. Not a trace of the fortifications of either of the rival nations remains at Friendly Cove, and the visitor sees little in the village to tempt him to linger in Nootka Sound.

CHAPTER IV.

LAND EXPEDITIONS AND THEIR OUTCOME.

After Vancouver there was a second lull in the interest attached to the fortunes of the Pacific Ocean. There were trading vessels from a number of countries, principally the United States and Great Britain, that came to traffic in the sea otter, which gradually became scarcer until they ceased to be profitable and sought for as formerly. After the Hudson's Bay Company had firmly established itself on the northwest coast, subsequent to the amalgamation with the Northwest Company, in 1821, the navigation of the north Pacific was practically limited for a number of years to their ships, and an occasional man of war. It will be permissible here to quote from the Year Book of British Columbia (1897), a summarized account of the conditions which prevailed after Vancouver took his departure for England, and it may be incidentally remarked the period immediately succeeding were dark days for not only England, but for all Europe.

"As has already been stated, the Spaniards abandoned the country after the Nootka affair was terminated and never afterwards made any attempt at exploration or discovery in these waters. As a matter of fact, Great Britain herself ceased to take any interest in it, and practically abandoned it as well. It is true the victory was with the British, but largely on account of the negative attitude of Spain, to which she was forced by her continental position; but the unsatisfactory terms of the settlement could hardly be regarded a victory of diplomacy. They left wide open a ground of dispute, which was the cause of subsequent complications when the Oregon boundary came to be fixed. Notwithstanding that Spain took no direct part or interest in it, the United States government, claiming to inherit her rights, did not

fail to take advantage of the terms of the convention, which the great Fox at the time properly denounced as a blunder.

"It is an interesting fact that the settlement of the Nootka affair left matters on this coast in a very uncertain, indefinable statu quo. For some years a long stretch of the Pacific territory was in reality "No Man's Land," and it is not in any sense due to the prescience or wisdom of British statesmen of these days, that it is British territory today. To the enterprise of the Northwest Company, and of its legitimate successor, the Hudson's Bay Company, is due any credit that may attach to an accomplishment we now appraise so highly. The traders of that powerful organization pushed their way through to the coast by way of New Caledonia and the southern passes of the Rocky Mountains, carrying with them the supremacy of the British flag and extending the authority of the Canadian laws, and finally occupied practically the whole of the Pacific Coast from Russian America to Mexico. That we do not occupy the whole of the Pacific slope today was no fault of theirs. However, in placing an estimate upon the statesmanship of Great Britain, which permitted by a policy of laissez-faire so much territory to slip through her hands, we must consider the circumstances and conditions of the times, the remoteness of the country, the almost total lack of knowledge concerning it, and the general indifference which existed regarding its future. Men oftentimes are, but cannot ordinarily be expected to be, wiser than they know. In view of all that has happened to, and in, the North American continent since that time, there is reason to be thankful that there has been left to us so glorious a heritage as we now possess.

"Several fearful tragedies in which the Indians were concerned are recorded to have taken place on this coast when the fur trade was at the height of prosperity. One was the destruction in 1803 of the American ship 'Boston' by the natives at Nootka Sound, all the crew being murdered with the exception of the armourer, Jewitt, and the sail-maker, Thompson, who were kept in slavery four years by the Chief Maquinna of Vancouver and

Quadra's Bay. In 1805 the American ship 'Atahualpa,' of Rhode Island, was attacked by the savages of Millbank Sound and her captain, mate and six seamen were killed, after which the other seaman succeeded in repelling the assailants and saving the vessel. In the same manner the 'Tonquin,' of Boston, was in June, 1811, attacked by the natives whilst at anchor in Clayoquot Sound, and nearly the whole crew murdered. Five of the survivors managed to reach the cabin, and from that vantage ground drove the savages from the vessel. During the night four of these men left the ship in a boat, and were ultimately murdered by the Indians. The day after the attack on the vessel, all being quiet on board, the savages crowded the decks for the purpose of pillage, when the ship suddenly blew up, causing death and destruction to all on board. About one hundred natives were killed by the explosion, and this tragic ending has always been ascribed to the members of the crew secreted below."

ALEXANDER MACKENZIE.

While Vancouver was seeking in vain to find a waterway through the North American continent, a man of kindred spirit was, with no less perseverance and with perhaps greater difficulty, making his way from the great plains of the Northwest over the rocky region that divides them from the Pacific Ocean.

Towards the end of the eighteenth century Alexander Mackenzie was a partner in the Northwest Company, which was at that time striving to wrest from the Hudson's Bay Company the monopoly of the fur trade in the immense region to the north and west of Canada that it had held for more than a hundred years. The Northwest Company was founded in Montreal in 1783 and consisted chiefly of Scotchmen who had made Canada their home. Among these was Alexander Mackenzie, one of the Mackenzies of Seaforth in Stornowery, Island of Lewis. Having proved himself brave and enterprising, Mackenzie was sent to one of the company's outposts, Fort Chippewayan on Atha-

basca Lake. In the year 1789 he discovered the great river which bears his name and followed its course to the Arctic Ocean. Not seeing how it was possible to reach the Pacific from the ice-bound region which he was the first civilized man to behold, Mackenzie determined to find a western road to its shores. Accordingly, having prepared for the task he had set himself by going to England and studying astronomy and the use of instruments, Mackenzie set out from Chippewayan on October 10, 1792. He took the western branch of the Peace River, and at a place a short distance from the Forks he made his winter home. Two men had been sent forward during the summer to prepare timber, so Mackenzie was able to proceed rapidly with the work of building a trading post. The winter was unusually cold, though not unpleasant. There were Indians in the neighborhood who had previously given the fur traders some trouble. Mackenzie called them together and reprimanded them for their bad conduct, at the same time giving them presents and showing them the benefits to be got by treating the white men well. Both among the Peace River and the Rocky Mountain Indians the women were greatly inferior to the men in personal appearance. Yet, though they were kept in a state of abject slavery, they were not without influence in the councils of the tribe. There was much sickness among these natives and Mackenzie was often called upon to play the part of physician and surgeon, which he did with great humanity and no little skill. The explorer speaks of the warm southwest winds since called the Chinook winds, which moderate the climate on the eastern side of the Rocky Mountains.

On the 9th of May the river was clear of ice and the exploring party in a light but very heavily laden canoe. It consisted of Mackenzie himself and his lieutenant, Alexander MacKay, six French Canadians, two Indian hunters, and an interpreter. With infinite toil these hardy boatmen forced their way against the current of the Peace river. Many times they were obliged to unload their canoe and carry boat and cargo along the steep wooded banks of the river. Often their frail bark was caught in the rapids and dashed against

the rocks. Sometimes they drew it along by lines fastened to trees on the impending precipice, at others they guided its course by catching hold of overhanging branches. Night frequently overtook them where there was not a landing place large enough to afford a resting place for their exhausted frames. But a life of privation and hardship was the lot of these *voyageurs*, and a big camp fire, a comfortable meal and a glass of rum rarely failed to restore their good-humor and make them forget their fatigue.

By the end of May they found that the river again divided and they took the southern branch. Mackenzie tells us that wild parsnips abounded here, and that their tops made a pleasant and refreshing addition to the diet of the explorers. In this vicinity Indians were met who, though at first terrified by a party of white men, were reassured by the fearless yet kind demeanor of their leader. They told him that there were Indians eleven days' march away who traveled a moon to another nation who live in houses. These people extended their journey to the seacoast and traded with white men who came in vessels as big as islands. Mackenzie could not, however, obtain any information concerning the river which he sought, but one of the young men consented to accompany the party as a guide.

On the 9th of June the explorers entered a lake two miles long by five hundred yards wide which Mackenzie believed to be the source of the Peace River. Beyond this lake was a swampy region where the streams were encumbered with falling trees. Here their progress was slow. Mackenzie, seeing that unless provision were made for the homeward journey the party would be in danger of starvation, buried pemmican on the 21st of June. Making their way as best they could from one stream to another, the explorers at last found they had a river whose current was carrying them onwards. The banks soon grew steep and the rapids frequent. The men were in peril of their lives, and their canoe was continually being pierced by the jagged rocks.

A large party of Indians and their families came up the river in canoes.

They at first showed signs of hostility, but, as before, Mackenzie was able to induce some of them to enter into conversation with him and to obtain guides. He learned that the river ran south, its banks were steep, its current rapid and dangerous and the natives fierce. A few days later he was able to get from a native of another party a plan of the river which he supposed to be the Columbia. This Indian told Mackenzie that there was a well-beaten path which led to the coast, but that the strangers had passed the opening into it some days ago. The story of the dangers of the route was repeated, and at last Mackenzie became convinced that it would be useless, even if it were practicable to go any further down the river. The place where Mackenzie came to this resolution was on the Fraser River near the mouth of the Quesnel. He procured material for a new canoe and again began rowing against the current. On the 1st of July he put his men on short allowance, and on the 4th, having reached the west road, he hung up his canoe, made a cache where another portion of their scant provisions was left behind.

As was very natural, the hardships and uncertainties of the journey and the determination to leave the river and adopt with unreliable guides an unknown route overland, occasioned great dissatisfaction among Mackenzie's men. When, however, they saw that their leader's resolution was unalterable, and that if they abandoned him he would proceed alone, they determined to accompany him. On this as other occasions, Mackenzie owed much to his friend MacKay. The party then set out, each man carrying a heavy burden. The road seems to have been a well beaten one and several parties of Indians were met with. At the first of these encampments they noticed in the ears of one of the children two coins, one English and the other of Massachusetts Bay, bearing the date of 1787.

On the 10th of July the explorers reached an Indian village near which was a burial place. Here they were kindly treated. A few days later they met a party of Northern Indians. Here for the first Mackenzie speaks of the women as taking great pains with their personal appearance. The men,

too, were tall and well dressed. The eyes of these people were gray, with a tinge of red, and their complexion fairer than that of any natives he had seen.

Soon after this the explorers reached a mountainous region. Having climbed over a ridge they arrived at a place where there is a confluence of two rivers crossed by one to the left. Here the weary, half-starved travelers were hospitably entertained at a large village inhabited by a tribe of fishermen, whose skill in taking and curing salmon excited their admiration. They procured a canoe at this place and proceeded down the river now known as the Bella Coola. They next stopped at a village where the women were employed in manufacturing cloth from the inner bark of the cedar tree. Here also they were kindly treated. As they neared the sea the natives seemed to be less prosperous. On the 20th of June Mackenzie reached the mouth of the Bella Coola, which empties not into the open ocean, but into one of the numerous channels which pierce the coast of British Columbia. Not satisfied with meeting the water, Mackenzie proceeded down Labouchere Channel towards the sea. Here for the first time the explorers were in great peril of destruction from a band of hostile natives. The most troublesome of them declared he had been ill-treated by white men whom he called Macubah and Bensins. When Mackenzie afterwards learned that Vancouver had explored Burke Channel that season, he interpreted these names as Vancouver and Johnstone. The party was forced to take refuge for the night on a rocky island and in the morning Mackenzie painted in melted grease and vermilion on the face of the rock the words:

"Alexander Mackenzie, From Canada by Land, The Twenty Second of July, One Thousand, Seven Hundred and Ninety Three."

The place where Mackenzie's journey ended was in latitude $52^{\circ} 20' 48''$ N. A few hours afterwards the great explorer had good reason to fear that this brief record of his journey would be the only one made, for they again encountered the savages in greatly increased numbers, and the little band of almost expended travelers seemed doomed to destruction. Mackenzie, how-

ever, was able not only to repulse them, but to force them to restore some articles they had carried off the previous day. He lived to return to his native land, and to receive from the King of England the honor of Knighthood, an honor seldom won, even in the brave days of old, by a more gallant or a more blameless knight.

LEWIS AND CLARK EXPEDITION.

When in 1803 Louisiana was purchased from France by the United States, the government determined to explore the new territory. President Jefferson accordingly planned an expedition for discovering the courses and sources of the Missouri, and the most convenient waterways to the Pacific Ocean. The leaders of the exploring party, which was splendidly equipped, were the president's secretary, Meriwether Lewis and William Clark. Both were captains in the United States army. Besides the captains there were forty-three persons. They set out in three boats heavily laden with stores, and materials for presents for the Indians. The party wintered at Wood River and on May 14, 1804, set out on their voyage up the Missouri. On the 25th of the same month they passed the last white settlement on the river, a French village called La Charette. When they reached the mouth of the Osage River at the beginning of June, the Indians there refused to believe that Spain had parted with Louisiana. The explorers were, however, able to show the Indians that the government of the United States had really succeeded to the power of Spain. On the 12th of June a party of Sioux came down the river, and the explorers were fortunate enough to obtain as guide and interpreter a man named Durion, who had lived for twenty years among those formidable savages.

In the autumn Lewis and Clark arrived at the Mandan country, where they resolved to winter. These Indians, the most civilized of the North American tribes, had long been friendly to the white men, and during their stay among them the explorers found them intelligent and friendly. Sev-

eral of the leading men of the Northwest Company visited this place during the autumn and winter. Among them were McCracken, McKenzie, and Leroche. The last named trader offered to join the expedition, but his services were declined.

At the beginning of April the expedition divided. Sixteen men were sent back to make a report to the government of what had been done, and thirty-two proceeded up the river. In the latter party was an Indian woman, the wife of Carbonneau, an interpreter. Her name was Sacajawea, or the Birdwoman. She had been captured from the Shoshones, a tribe living among the Rocky Mountains, and who proved a useful member of the party. On Sunday, May 26, Captain Lewis obtained his first view of the Rocky Mountains. Thus far the course of the explorers, though sometimes toilsome, had been neither dangerous nor uncertain. However, they found that one branch of the river tended north, while the other ran in a southerly direction. They could not ascertain which was the main river, and Captain Lewis went north into Maria's River to explore. When he became convinced that no river rising near the source of this stream could reach the western ocean he returned. At the junction of the rivers, in latitude $47^{\circ} 25' 17.2''$ the explorers lightened their load by leaving behind everything that they could spare.

On the 12th of June they reached the falls of the Missouri. Here expeditions set out in different directions to seek for the best route. There was no want of adventure in this region. Bears were frequently met with and buffalo hunting proved dangerous sport. Waterfalls and precipices made travel either by boat or by foot hazardous. On the 29th of June Captain Lewis, Sacajawea with her child and husband were almost carried down the river by a cloud burst. After about a month's careful exploring the junction of three streams was reached. These were called the Jefferson, Madison and Gallatin. Following the longest, the Jefferson, the party on the 12th of August reached the headwaters of the Missouri. Lewis writes of this dis-

covery, "At the distance of four miles further the road took us to the most distant fountain of water, the mighty Missouri, in search of which we have spent so many toilsome days and restless nights. Thus far I had accomplished one of those great objects on which my mind had been unalterably fixed for many years; judge then of the pleasure I felt in allaying my thirst with this pure, ice-cold water which issues from the base of a low mountain or hill of a gentle ascent for half a mile. The mountains are high on either hand, but leave this gap at the head of this rivulet through which the road passes. Here I halted a few minutes and rested myself. Two miles below, McNeal had exultingly stood with one foot on each side of this little rivulet and thanked his God that he had lived to bestride the mighty and hitherto deemed endless Missouri."

They climbed a mountain ridge and, looking around them, saw the snow-covered mountains which now form the boundary line between Montana and Idaho. "They followed a descent much steeper than that on the eastern side, and at a distance of the three-quarters of a mile reached a handsome, bold creek of cold, clear water, running to the westward. They stopped to taste for the first time the waters of the Columbia, and after a few minutes followed the road across steep hills and low hollows till they reached a spring on the side of a mountain."

The first part of the commission of the explorers had now been accomplished, but the most difficult task was still before them. As they searched for some path by which they could reach the navigable part of the river they met a band of Shoshone Indians. Among them Sacajawea recognized a dear friend who had been a fellow prisoner, and who greeted her very affectionately. The chief of the tribe proved to be her brother. Lewis and Clark smoked the pipe of peace with these Indians and gave the chiefs medals bearing the image of Washington. To the people many presents were given. The Shoshone Indians have a curious custom of removing their shoes before beginning their council, and they insisted upon the white men following their

example. Food was given the travelers, and to their surprise and delight one of the dishes was a fresh salmon. They received this as evidence that they could not be far from a river by which they could reach the ocean. They were able to procure horses with which they were to proceed on their journey.

On August 18 Captain Lewis kept his thirty-first birthday. On this occasion he tells us he was resolved "to live in future for mankind as I have formerly lived for myself," a resolution which one would think it was not necessary for a young man to make who had spent "toilsome days and restless nights" in order to bring an unknown region to the knowledge of civilized man. On the 21st of August Captain Clark discovered salmon weirs on the bank of a river and named the stream after his brother explorer, the Lewis River. The country was terribly rough and there was no game to be seen. The Indians whom they met used sunflower seeds and the roots of a plant called "yamp" to eke out their slender store of food. Towards the end of August the Shoshone Indians who had accompanied them on their journey wished to leave them and join the hunting parties that were going to the plains to hunt buffalo on the banks of the Missouri. Captain Lewis was, however, able to persuade them to remain with him some time longer. The difficulty of getting enough horses for so large a party retarded their progress. At the beginning of September the explorers fell in with a party of Indians called Citashoots, who spoke a language quite different from any he had yet heard. It was full of strange guttural sounds, which Lewis compares to the clucking of a hen. The Indians were well mounted, but had very little food. As the season advanced a fall of snow added to the difficulties of their route and increased the scarcity of game. On the 16th of September they were reduced to the necessity of killing one of their colts for food, and they gave the place the name of Hungry Creek.

The river had become broader and they determined to make canoes in which to descend to the mouth of the Columbia. They had met a party of the Perce-nez, or, as Lewis calls them, the Pierced Nose Indians. Their

chief, who was styled Twisted-Hair, drew a plan of the river below on a piece of white elk-skin. From these people the half-famished party were able to procure supplies of kamas root, buffalo and dried salmon. The unaccustomed plenty made many of the men very ill, but by the 5th of October the canoes were finished and they were able to proceed. On the tenth day they were told by an Indian whom they met that he had seen white men at the falls of the Columbia. They reached the Snake River, but were forced to buy from Chopunnish or Pierced Nose Indians some of their dogs for food. The men of these people are described as stout, portly, well-looking men. The women are small, good-looking features, generally handsome, and their dress more modest than any hitherto observed. They spend their summers in fishing and collecting roots, the autumn in hunting roots and the spring in trading for buffalo with the Indians of the plains. Unlike the hospitable Shoshones, they were selfish and avaricious. As they proceeded they met other Indians who used vapour baths, which Lewis describes, and on the 17th of October the explorers arrived at the confluence of the Snake or Lewis River with the Columbia. Here they met a band of Sokulk Indians, the first of the natives who followed the curious custom of flattening their heads. These people were very unprepossessing in appearance and in habits. They made their houses of mats and rushes. The men were more industrious than is usual among these savages, and great respect was paid to old age. On the 19th of October Lewis discerned Mount St. Helens and recognized it by Vancouver's description. About this time the travelers observed a great burial vault sixty feet long by twelve feet wide. The bodies of those who had recently died were carefully wrapped in robes of skin, but the place contained heaps of bones of people who had died long ago. The remains of animals and various domestic utensils which had been left for the use of the departed spirits were scattered about. On the 22nd of October the expedition reached the mouth of the Deschutes River. The population of the banks of the Columbia River must at the beginning of the nineteenth century have

been quite numerous, for few days passed without meeting parties of natives or passing their villages. At one of the latter Lewis took note of the Indian method of curing salmon. The fish were dried on scaffolds, then pounded and placed in baskets made of grass and rushes. These receptacles were two feet long by one in diameter. They were lined with salmon skin and pounded fish pressed so closely together that the contents of each weighed from ninety to one hundred pounds. Preserved in this way, the salmon remained fresh for years. It was an article of commerce as well as a provision against future want, and the Indians were very chary of parting with it. Ever since reaching the source of the Columbia game had been growing scarcer, but as the explorers neared the falls of the Columbia, in latitude $45^{\circ} 42' 57''$ the country became more fertile and game more plentiful. Here the Indians built their houses of wood. Lewis was able to perform the office of peacemaker near the falls between a tribe of Indians called the Escheloots and the tribes above, with whom they had been at enmity. This was done through some of the chiefs of the Upper Columbia tribes who had accompanied the expedition thus far. Towards the end of October large numbers of sea otter were observed, though not many of them were killed. Mount Hood was recognized by Captain Lewis and it continued in sight for many days. The Indians below the falls spoke a fully different language from those above. A party met with on the 28th of October displayed a musket, cutlasses, several brass kettles and other articles obtained from the traders. Their chief showed with great pride a medicine bag filled with fingers of his enemies. Shortly after passing the Klikitat River an island was seen which contained an ancient burial-place. This was called by the natives "The Land of the Dead." On the first of November the traveler avoided a long rapid and shoot by making a portage, and soon after reached the tide water in latitude $45^{\circ} 45' 45''$. Three days later an Indian village containing two hundred people of Skilkoot nation was reached. The houses were built of bark and thatched with straw. The natives were impudent and dishonest. They had had much intercourse

with the white traders. One of the canoes met with in this vicinity bore on its prow a full-sized image of a white man and a bear. On the 6th of November it was observed that the Coast Mountains crossed the river. Near the mouth of the Cowlitz some canoe loads of Indians were met. Their leader could speak a few words of English, and informed the explorers that he had traded with a Mr. Haley. The next village was formed of houses built entirely above ground and belonged to a tribe calling themselves Wakkiacum. The dress of the women is thus described: "They wore a robe not reaching lower than the hip, added to this was a sort of petticoat or rather tissue of white cedar bark, bruised or broken into small strands and woven into a girdle by several cords of the same material."

On the 7th of November the billows of the Pacific were seen, and for more than a week the boats endeavored, in spite of rain and wind, to reach the shore of the ocean. This they accomplished on the 18th of November, when they passed Cape Disappointment. Before this they had met two chiefs of the Chinook nation, Concommoly and Chillahlawil. Having made their way across the mouth of the river, they made acquaintance with the Chilts and Clatsops. Clark printed in beautiful characters on a tree the following inscription: "William Clark. Dec. 3rd, 1805. By land from the United States in 1804 and 1805."

Here Lewis and Clark resolved to winter, and proceeded to build Fort Clatsop, which was finished on the 30th of December. The Indians, who had become familiar and intrusive, were now warned that the gates of the stockade would be closed at dark, and that from that time till morning the white men wished to be alone. Here we will take our leave of the explorers, who spent the third winter of their voluntary exile on the shores of the Pacific they had striven so hard to reach.

This imperfect sketch gives but little idea of the toils and privations of the noble band of brave men who first explored the grand rivers which water so large a part of the territory of the United States. Still less does it do

justice to their careful observation and diligent research. When the journals of Lewis and Clark were made public the reader learned the quality of the soil, the nature of the vegetation, the various kinds of wild animals and the characteristics of the many tribes of natives to be met with between the confines of civilization and the Pacific Ocean. By the aid of the maps and the descriptions of the explorers, the traveler could identify every bend in the river and ascertain the position of every island and mountain range along the route followed by them.

CHAPTER V.

INTERNATIONAL QUESTIONS.

THE OREGON QUESTION.

Very soon after the return of Lewis and Clark a merchant whose name is still a synonym for boundless wealth formed the Pacific Coast Fur Company to establish the fur trade on the Pacific Coast. John Jacob Astor was a German by birth, who had made his home in New York and had prospered greatly. He had for many years been engaged in commerce on the Pacific Coast and with China, and in trade with the Indians in the center of the American continent. He now determined to obtain control of the whole fur trade of the unsettled parts of the United States and of the Russian establishment in North America. He intended to establish trading posts on the Missouri, the Columbia and the coasts contiguous to that river. By exporting the furs gathered in America to China and exchanging them for the products of the east, he hoped to extend the commerce of the Pacific Fur Company around the world. Astor tried to avoid the danger of the competition of the Northwest Company by inviting it to share his enterprise, an offer which that powerful and energetic body declined. He was, however, able to enlist several individual members of the company as partners and to engage a number of its old employees. A ship was sent out to view the coast and agents were sent to St. Petersburg to conclude an arrangement with the Russian Fur Company by which that body would sell its fur to the Astor Fur Company and obtain supplies of food and merchandise at the station to be established at the mouth of the Columbia. These preliminaries concluded, an expedition was sent out in 1810 on board the good ship Tonquin, Captain

Thorn master, to build the fort and establish the fur trade. It called at the Hawaiian Islands for fresh supplies, and on the 12th of April, 1811, began to build a fort at Point George, on the south side of the Columbia, about twelve miles from its mouth. The fort was called after the founder of the enterprise, Astoria. As soon as the work was well under way Captain Thorn departed on the *Tonquin* on a trading cruise to the west coast of Vancouver Island. Neither the ship nor captain ever returned. The captain and most of the crew were massacred by the Indians in return for an insult which Thorn had put upon one of the chiefs. The ship itself was blown up, whether by accident or design could never be learned. The survivor of the crew of the *Tonquin* was an interpreter, who surrendered himself as a slave to the women who accompanied in their canoes the infuriated savages. On the 15th of July, before the fort was completed, a boat came down the Columbia bearing a party of the Northwest Company's men whose leader, David Thompson, had been for years exploring the region in which the northern waters of the Columbia had their source, and who had hoped to be the first to reach the Pacific and build a trading post at the mouth of the river of which he believed himself to be the discoverer, and had hoped to be the first to explore. McDougall, the commander of the Fort Astoria, treated his visitor with the greatest courtesy, and after a few days Thompson departed for Montreal accompanied by Stuart, who was in charge of an expedition to build a trading post in the interior. The place chosen by Stuart for the fort was on Okanagan River; the Northwest Company had already reached the Spokane. A few months later Clarke, of the Pacific Fur Company, planted another establishment on the latter river. On the 18th of January, 1812, an overland expedition in charge of Hunt, chief manager of the Pacific Fur Company, arrived at Astoria after having suffered many hardships and losses.

When Astor heard of the loss of the *Tonquin* he sent a ship, namely, the *Beaver*, to Astoria with supplies and merchandise to trade with the Russians for furs. In August Hunt proceeded up the coast in the *Beaver* to

conclude some arrangements begun in St. Petersburg some time before by which the Pacific Coast Fur Company would buy all the furs of the Russia Company and supply them with all necessities for their trade with the natives. Having satisfactorily fulfilled his mission Hunt sailed for the Sandwich Islands, but it was six months before he could find a vessel to bring him to Astoria. During his absence the Northwest Company had established many trading ports on the Upper Columbia and its branches. The war of 1812 had broken out and the partners of the Pacific Fur Company having no ship and small means of defense were becoming anxious for the safety of their position. On the 11th of April, 1813, Astoria was visited by John George McTavish and Joseph Leroche with a large party of nor'westers. The Northwest Company wanted to purchase Astoria and McTavish had come to show the partners there the danger of their position, the unlikelihood of their receiving supplies now that British cruisers were sailing the position and the wisdom of selling their post before it would be captured. McDougall and his associates were not easily persuaded. At last they agreed that if during the year supplies did not arrive and if the war was not over, they would disband and having sold the post at a good price hand the money over to Astor. When Hunt returned shortly after the departure of McTavish he was sadly disappointed at the position of affairs, but could propose no better plan. In October of the same year McTavish came back, this time accompanied by Alexander Stewart, and the purchase of Astoria was concluded, the price being \$80,500. Two weeks after H. M. S. Raccoon arrived and great was the disappointment of her officers to find that the Northwest Company by purchasing the trading-post had deprived them of a rich and easily obtained prize. The captain changed the name of the place to Fort George and took possession of the place in the name of Great Britain. In 1814 the treaty of Ghent was signed and by one of its clauses all territory, places and possessions taken during the war, with the exception of certain islands in the Bay of Fundy were to be restored. It was the 9th of August,

1818, before the British authorities finally restored Fort George in the following formula :

“ We, the undersigned, do in conformity to the first article of the treaty of Ghent, restore to the government of the United States the settlement of Fort George on the Columbia River.”

No attempt was made by the United States for several years after the sale of Astoria to settle or establish trading posts in what came to be known as the Oregon Country. In 1819 Long's expedition, of which an account was published in 1823, ascertained that the whole division of North America drained by Missouri and Arkansas and their tributaries between the meridian of the mouth of the Platte and the Rocky Mountains is a desert. The Northwest Company carried on their trade from Fort George at the mouth of the Columbia to Fort St. James near the head waters of the Fraser without a rival. By a convention made in 1818 between Great Britain and the United States it was agreed that the country westward of the Rocky Mountains should be free and open for ten years from the date of the convention, to the vessels, citizens, and subjects of both powers, without prejudice to the claims of either country. In the year 1821 the Hudson's Bay Company and the Northwest Company united and the courts of judicature of Upper Canada were empowered to take cognizance of all causes, civil or criminal, in the Hudson's Bay Territories or other ports not within the limits of Upper Canada, Lower Canada, or the United States. This company received a license to trade in the regions which had not originally formed part of Rupert's land for a period not exceeding 21 years, and persons in the service might act as justices of the peace. The Hudson's Bay Company being now a very powerful organization extended their fur trade along the coast to the borders of Alaska and increased and improved their establishments in the interior. Peace and good order were the rule wherever the company's authority reached. The manager of their affairs on the Pacific Coast was John McLoughlin, a man eminently fitted for his position. He moved from

Fort George and built Fort Vancouver on the north bank of the Columbia near the mouth of the Willamette. Large farms were cultivated at Vancouver and at other places in the Columbia valley and on Puget Sound.

While the dispute about the ownership of the Northwest coast was arising between England and the United States, a third claim was made. The Russian emperor issued a *ukase* claiming the ownership of the whole west coast of America north of the fifty-first parallel and of the east coast of Asia north of forty-five degrees forty-five minutes north latitude and forbidding foreigners to come within one hundred miles of the coast. Both England and the United States protested against this extravagant assumption on the part of Russia and a treaty was made by each of them. That with the United States was concluded first in 1824. By this treaty it was agreed that the subjects of both nations should be free to navigate the waters of the Pacific Ocean or to resort to its coasts to trade with the natives, though United States citizens must not resort to any points where there is a Russian establishment nor found establishments north of fifty-four degrees forty minutes. The subjects of either nation could frequent interior seas, gulfs, harbors and creeks for the purposes of fishing and trading with the natives.

An important provision of the treaty of 1825 made with Great Britain provides that: "the line of demarcation between possessions of the high contracting parties upon the coast of the continent and the islands of America to the northwest shall be drawn from the southern most point of Prince of Wales Island, eastward to the great inlet in the continent called Portland Channel and along the middle of that inlet to the fifty-sixth degree of latitude, whence it shall follow the summit of the mountains bordering the coast within ten leagues northwestward to Mount St. Elias and thence north in the course of the twenty-first meridian from Greenwich, which line shall form the limit between the Russian and British possessions in the continent of America to the Northward." This clause of the treaty plainly acknowledged the Rus-

sian belief in the right of Great Britain to possessions on the northwest coast of America.

As the time of the expiration of the convention of 1818 drew near there was a strong feeling both in England and the United States that the boundary between their possessions should be determined, and plenipotentiaries were appointed. England proposed that the southern boundary of her possessions should be the forty-ninth parallel to the northeasternmost branch of the Columbia River, thence down the middle of the stream to the Pacific. The utmost that the United States would concede was that the forty-ninth parallel should be the boundary line to the Ocean. As neither side would yield on the sixth of August, 1827, it was resolved "that the provisions of October 20th, 1818, rendering all territories claimed by Great Britain or by the United States west of the Rock Mountains free and open to the citizens or subjects of both nations for ten years should be extended for an indefinite period, and that either party could annul or abrogate the convention by giving a year's notice."

So far the only settlers in Oregon had been fur traders, but from this time immigrants from the United States began to arrive in very small numbers at first, but gradually increasing till about the year 1842 it was felt that joint occupation was no longer practicable. In that year the Northeastern boundary of the United States was fixed by the Ashburton Treaty, but the contracting powers did not consider it wise to complicate the situation by introducing into the negotiations the Oregon Question.

There was a party from the United States who claimed the whole region west of the Rocky Mountains from the forty-second parallel of north latitude to that of fifty-four degrees forty minutes, that is, from California to Alaska. Some of its members asserted their determination to take up arms and drive Great Britain from the Pacific Slope. They rested their claim on right derived from the purchase of Louisianan in 1803 and on the Florida Treaty with Spain in 1819. When by the Treaty of Versailles the Independence of the

United States was acknowledged the Mississippi formed its western borders. In 1803 the young Republic extended its borders by the purchase from France of Louisiana. Concerning the western boundary of this new acquisition Greenhow says: "In the absence of all light on the subject from history we are forced to regard the boundaries indicated by nature, namely the highlands separating the headwaters of the Mississippi from those flowing into the Pacific or Californian Gulf, as the true western boundaries of Louisiana." By the Florida Treaty Spain ceded to the United States all rights, claims and pretensions to territories beyond Louisiana, which by the words of that Treaty reached on the north to latitude forty-two degrees, and on the west to the Pacific Ocean. Spain, these claimants contended, owned the Northwest Coast by virtue of discovery, and that right she ceded by the treaty of 1819 to the United States. The moderate party claimed the valley of the Columbia from Gray's discovery in 1792, the exploration of Lewis and Clark in 1804-5, the settlement of Astoria and others made by the Pacific Fur Company and on the ground of contiguity to what was their undisputed territory.

The British on their part based their claims on the discovery of Cook, the Nootka Convention which gave them the right of settlement in what had previously been claimed as Spanish possessions, the explorations of Vancouver and the journeys and discoveries of Mackenzie, Fraser and Thompson. Their strongest argument, however, was that for nearly thirty-five years British subjects had been the chief occupants of the whole region and for the greater part of that time no United States subject had lived west of the Rocky Mountains. Many other matters were imported into the controversy between the nations, which grew more and more bitter as time went on. Negotiations having continued through the years 1844 and 1845 without result, and notice of the abrogation of the Convention by the United States having been received in England, the British plenipotentiary was instructed to present to the United States government a new scheme for the settlement of the difficulty. This was accepted and became in 1846 the Treaty of Oregon.

By this treaty it was provided that the forty-ninth parallel should be the boundary between the United States and the British possessions to the middle of the channel that separates the continent from Vancouver Island; that the navigation of the Columbia should be free to British subjects; that the possessory rights of all British subjects shall be respected and the farm lands and other property of the Puget Sound Agricultural Company should be confirmed to it. There were many in Canada and in Great Britain who viewed the Oregon treaty as a weak concession to the claims of the United States, while on the other hand the extremists in the Republic believed that the Monroe Doctrine promulgated in 1818 should have been followed and "that the American continents by the free and independent condition which they have assumed and maintain are henceforth not to be considered as subjects for colonization by any European power."

SIMON FRASER.

While Lewis and Clark were making their way down the Columbia the Northwest Company were preparing to occupy the Pacific Slope. In 1805 Simon Fraser was at the foot of the Rocky Mountains, having received directions to follow Mackenzie's route, establish the fur trade among the tribes near the headwaters of the Peace, and the yet unnamed river discovered by the great explorer, and to follow, if possible, that river to its mouth and find out whether or not it was the Columbia. About the same time David Thompson received instructions to find a pass further to the south and seek in that direction the headwaters of the Columbia. As we have seen that members of the Northwest Company met Lewis and Clark in the Mandan country the previous year, it is possible that news of the United States expedition had reached the headquarters of that enterprising body and stimulated its efforts to prevent the trade of the great unexplored region to the west from falling into the hands of the shrewd citizens of the young republic.

The only explorations of which we have any record during the twelve

years since Mackenzie crossed the Pacific Slope is that of James Finlay, who in 1797 ascended the Finlay River, the northern branch of the Peace River.

The first building erected by a white man west of the Rocky Mountains was Fort McLeod, built on McLeod Lake by James McDougall. No one since 1793 had ventured to launch a boat on the terrible river, whose dangers even the intrepid Mackenzie had feared to brave. The man to whom the arduous task of exploring it was one of the youngest of the partners of the Northwest Company. Simon Fraser was the son of a Loyalist, who served under Burgoyne and who died not long after the surrender of the army of that ill-fated general. His widow with her child removed to Cornwall, Upper Canada, and when her boy was sixteen years old he received a position in the Northwest Company. Being hardy and adventurous as well as industrious the boy succeeded and by the time he was twenty-six years old had become one of the advance guard of the Northwest Company. Leaving Fort Dunvegan on the Peace River in the autumn of 1805 he made his way to the Rock Mountain portage where he with fourteen of his men spent the winter. From Rocky Mountain House he proceeded by the Peace River to the Pacific Slope, finding as Mackenzie had done, great difficulty in passing from the headwaters of the Parsnip to those of the Fraser. In this region of lakes and mountains Fraser remained building forts and establishing the fur trade for more than two years. It was he who, recalling his mother's stories of her childhood's home, first gave this rugged land the appropriate name of New Caledonia. In a beautiful situation on Stuart Lake in 1806, Fraser built Fort St. James, which has been ever since the principal depot of the fur trade of northern British Columbia. The lake was called after John Stuart, a clerk of the Northwest Company and Fraser's friend and lieutenant. At the confluence of the Fraser and Nechaco the explorers met a band of Indians to whom tobacco and soap were alike unknown luxuries. Proceeding up the Nechaco, Stuart discovered a lake which from its position he considered would make a good trading center. He gave it the name of his leader

and Fort Fraser was built where the lake falls into the river. The following winter was passed at Stuart Lake. The difficulty of obtaining supplies induced Fraser to send for more men. While he was awaiting their arrival he erected Fort George at the confluence of the Nechaco and the Fraser. The reinforcement arrived in 1807 in charge of Hugh Fairies and Maurice Quesnel, bringing rumors of Lewis and Clark and a request to hurry the expedition.

On the 26th of May Fraser set out on his journey to the sea. Every hour of the long summer days, during which the explorers followed the windings of the tumultuous river around towering mountains and over jagged rocks which tore its waters into foam, was full of peril. The coolness with which they overcame the boiling surges of the river and crept along its precipitous banks, often making a foothold for themselves with their daggers, showed that these rugged fur traders were as fearless as the vikings of old. Their canoes were repeatedly broken, often destroyed. At length the attempt to navigate the river was abandoned and the party toiled over the mountains till at length the smoother current showed that they were nearing the sea. On the way down Fraser had observed and named the rivers Quesnel and Thompson, which contributed their waters to the volume of the river. Fraser reached the tide waters of the Pacific in the vicinity of the site of the city of New Westminster on the second day of July, 1808. He was prevented from proceeding to the ocean by the attacks of hostile Indians, but he had learned that the river he had been exploring was not the Columbia.

DAVID THOMPSON.

The leader of the northern expedition of the Northwest Company was a remarkable man. David Thompson had in his youth received a good education, and having adopted the calling of a surveyor received a position in the Hudson's Bay Company. In 1795 he found a route from Hudson's Bay to Lake Athabasca. On his return he learned that his services were no longer

needed and immediately set out for the headquarters of the Northwest Company. He was immediately engaged and on August 9th, 1796, began a series of surveys lasting for many years, during which he traced the courses of the Saskatchewan, the Assiniboine and most of the rivers between Lake Superior and the Rocky Mountains. He visited the Mandan country and sought and thought he had found the sources of the Mississippi. In his busy, though often lonely life, the explorer found time and opportunity to pursue the study of the heavens, and has been distinguished by the title of astronomer.

In 1805 Thompson was commissioned to ascend the Saskatchewan to explore the Columbia and examine the region between the mountains and the Pacific Ocean.

During the five years from 1806 to 1811 Thompson spent most of his time in southeastern British Columbia. He discovered the source of the Columbia and explored its northern waters. He followed the course of the Kootenay and finally reaching the Lower Columbia by way of the Spokane and Pend d'Oreille branches rowed down to its mouth, as has been before related, on the 15th of July, 1811. He established the fur trade at points as far distant as the Bend of the Columbia, the Forks of the Thompson and the United States boundary line. The explorer made frequent journeys eastward, and is said to have come through the wall of mountains by the Kicking Horse, the Yellowhead, Howe's and Athabasca passes. The importance of his labors can hardly be overestimated though they were very ill-requited. It is largely due to the achievement of these explorers and pioneers of the fur trade, Fraser and Thompson, that Great Britain owns the magnificent province of British Columbia.

SAN JUAN.

When in 1846 the Oregon Treaty was signed it was believed that the question of the northern limits of the territory of the United States was settled at once and forever; yet the ink was hardly dry on the paper when events

took place which at an earlier period would have ended in a fratricidal war.

Seven miles to the southeast of Victoria, now the capital of British Columbia, at the time of the signing of the treaty a Hudson's Bay Company trading post, lies the island of San Juan, the largest of the Haro Archipelago. About the time of the founding of Fort Camosun, when the Hudson's Bay Company were seeking new pastures for their flocks and herds at a distance from those of the settlers in Oregon, they sent a number of sheep and cattle in charge of some of their servants to the island of San Juan. These thrive so well that when disputes arose as to the ownership of the place they had five thousand sheep and a great number of cattle, pigs and horses. In 1851 W. J. McDonald, one of the Hudson's Bay Company's employes, established a salmon fishery at San Juan and warned the United States fishermen in the vicinity that they must not fish inshore as the island was British territory.

On the other hand, the Legislature of Oregon in 1852 organized Whidby Island and the Haro Archipelago into a district called Esland County. The next year Oregon was divided and the district placed under the jurisdiction of Washington. In 1854 the collector of customs for Puget Sound, I. N. Ebey, came over to collect dues from the Hudson's Bay Company agent for pure bred stock which had been lately imported. The customs house officer met Charles John Griffen, a clerk of the company and justice of the peace for the colony of Vancouver Island, who asserted that San Juan was British territory and that no duties could be collected on behalf of the United States. When Governor Douglas heard of the matter he came over from Victoria in the steamer Otter, with Charles Sangster, collector of customs for that port. Sangster came on shore, declared the island British territory and hoisted the British flag. Ebey unfurled the United States revenue flag, swore in Henry Webber as a deputy and sailed away. Within the year, fear of the northern Indians caused Webber to leave the island. During this year an appraiser was sent over from Washington to assess the property of San Juan. As the Hudson's Bay Company refused to pay the assessment the

sheriff of Whatcom arrived and seized and sold at auction a number of the company's sheep. The protests against this action caused Governor Stephens to apprise the executive of the United States of what he had done. He was told to instruct the officials of the territory not to attempt to enforce the payment of any taxes on the island of San Juan as long as there was any dispute as to its ownership. At the same time they were not to acknowledge that it was a British possession. Accordingly assessments continued to be made and imports valued as before though the officials sent to perform these services were frequently obliged to seek from the Hudson's Bay Company's men protection from the northern Indians, who were frequent and dangerous visitors. Affairs had reached this point when in 1856 a commission was appointed to fix the boundary line laid down in the Treaty of Oregon in 1846. The commissioners were Captain Prevost and Captain Richards for the British government and Archibald Campbell, with whom was associated Lieutenant Parke, for that of the United States. Expeditions were fitted out by both nations. That of the United States, the first to arrive, was on board the surveying ship "Active," and the brig "Fauntleroy." Captain Prevost came out in H. M. S. "Satellite" in June, 1857, followed some months later by Captain Richards in H. M. S. "Plumper."

There was no question as to the boundary between the British and United States possessions until the sea was reached. The position of the forty-ninth parallel was ascertained and monuments placed from the north shore of Semiahmoo Bay to the southeastern limit of East Kootenay. But as to the boundary through the water after it left the forty-ninth parallel there was an irreconcilable difference of opinion between the commissioners. The words of the Oregon Treaty which refer to this part of the boundary are: "From the point on the forty-ninth parallel of north latitude, where the boundary laid down by existing treaties and conventions between Great Britain and the United States terminates, the line of the boundary between the territories of her Britannic Majesty and those of the United States shall be

continued westward along the forty-ninth parallel of north latitude to the middle of the channel which separates the continent from Vancouver Island and thence southerly through the middle of said channel, and of Fuca Strait to the Pacific Ocean, provided, however, that the navigation of the said channel and straits, south of the forty-ninth parallel of north latitude, remain free and open to both parties."

If there had been only one channel between Vancouver Island and the continent, there could have been no dispute, as the words of the treaty are very explicit. But the water immediately south of the forty-ninth parallel is divided by the Haro Archipelago, into three navigable channels. The largest of these, some seven miles wide, called the Canal de Haro, separates Vancouver Island from the Archipelago. Rosario Straits lies between Washington and the islands of Orcas and Lopez. Through which of these channels should the boundary run? The United States commissioners declared that the framers of the treaty had in mind the Canal de Haro, the widest channel and the one nearest Vancouver Island. The British commissioners contended quite as strongly that Rosario Strait fulfilled the conditions of the treaty and that moreover at the time it was drawn up, San Juan, the largest of the islands, belonged to Vancouver Island, the Hudson's Bay Company having occupied it since 1843. In August, 1859, Lord John Russell, head of the foreign office, in a dispatch to Lord Lyons, the British minister at Washington, proposed that rather than continue the irritating controversy the middle channel should be adopted as the one through the middle of which the boundary line should pass. This would give all the islands except San Juan to the United States. The compromise was not accepted and when, having thoroughly surveyed the three channels the commission found that they could come to no agreement, the matter was in 1867, ten years after they had begun their labors, referred to their respective governments.

While surveyors and diplomatists were striving to arrive at a peaceful solution of the boundary question a trivial incident rendered its settlement

still more difficult. A United States settler named Lyman A. Cutler, had gone in April, 1859, to live on San Juan Island, and planted a patch of potatoes near the Hudson's Bay Company's establishment. One of the Company's hogs on the 15th of June had rooted up some of Cutler's potatoes and was shot by the angry farmer. The manager of the Company's farm demanded a high price for the animal, which Cutler refused to pay. During the day it happened that three of the leading men of the company, Dallas, Tolmie and Fraser, came over to San Juan on the steamer "Beaver." Dallas on hearing of the occurrence insisted on the payment demanded and warned Cutler against any further injury to the company's property. High words and even threats were said to have passed between the two men.

General Harney was at that time commander of the military department of Oregon. The American settlers, of whom there were about thirty, had in May asked the general to send them a guard of twenty soldiers to protect them from the northern Indians. He did not comply with their request at the time, but on the 9th of July he visited the island. He was presented by Cutler and other settlers from the United States with a second petition asking for protection, not only from the Indians, but from the authorities on Vancouver Island, who they stated had threatened Cutler's arrest. General Harney without communicating with his superior officer or with the authorities at Washington, issued an order to Captain Pickett to transfer his company from Fort Bellingham to San Juan Island. On the day of the arrival of Pickett's detachment (July 27th), Major de Courcy came over from Victoria on H. M. S. "Satellite" to fill under British law the office of Stipendiary Magistrate on the Island of San Juan.

Captain Pickett proceeded to establish a military camp, and on the 31st was reinforced by another company under Colonel Casey from Steilacoom. There were then stationed at the island 461 United States soldiers, with eight 32 pounders.

It was September before the British minister in Washington learned that

the disputed territory had been occupied by United States soldiers. The ambassador represented the matter to the president as likely to occasion a grave breach of the friendly relations between the two governments. The executive of the United States immediately sent General Scott to inquire into the cause of General Harney's action, and to make such arrangements as would tend to preserve peace between England and the United States. On his arrival at the Pacific Coast General Scott ordered the removal of all the cannon from San Juan and left but one company of soldiers there. As Pickett had rendered himself objectionable to the British residents of the island an officer named Hunt was put in his place. He urged upon Governor Douglas the advisability of sending an equal force to occupy the island on behalf of Great Britain. After some delay this plan was agreed to and on the 20th of March, 1860, a detachment of Marines under Captain George Bazalgette was sent to San Juan. This joint occupation continued for twelve years. The greatest harmony and good feeling prevailed between the military men stationed at San Juan and many pleasant social gatherings attended by the young people of Victoria and Esquimalt, took place on the island. That no collision took place while General Harney was placing the troops on San Juan was entirely owing to the wise forbearance of General Baynes, who would allow neither the provocation of his enemies nor the rashness of his friends to hurry into ill-considered action. This was the more to be commended as he had, by the admission of the American officers, a force amply sufficient to prevent the landing of the troops or to effect their capture afterwards.

The San Juan difficulty still remained unsettled when in 1871 the Joint High Commission met at Washington. By one of the terms of the treaty then drawn up it was decreed that the matter of the disputed boundary should be submitted to the arbitration of the Emperor William of Germany, whose decision would be final. George Bancroft the American minister to Germany was appointed to prepare the case of the United States, while Mr. Petre the British charge d'affaires conducted that of Great Britain. The award was

made in favor of the contention of the United States on October 10th, 1872.

By this time British Columbia had become a province of Canada, whose southern limit from the Atlantic Ocean to the Pacific was not completely defined.

THE ALASKAN BOUNDARY.

To the modern tourist the name of Alaska suggests a scene of rugged grandeur whose chief features are high rocky islands, deep fiords and mighty mountains, whose immense glaciers glisten in the sunlight. The sea sheltered by rocks on either hand is peaceful and the only dangers to be feared are the sunken rock or the hidden iceberg. As he floats along during the endless midsummer days it requires an effort to remember that the ownership of these picturesque fiords and barren shores has been a subject of grave dispute between two powerful nations. Yet a great deal of time and thought has been spent by some of the wisest men in England and the United States and much money has been expended in the effort to settle the Alaskan Boundary Question. All that can be done here is to give a brief outline of the history of the dispute and of the terms of settlement.

The peninsula of Alaska was discovered in the year 1741 by Behring on his third voyage. Its shores were soon frequented by Russian fur traders, and in 1789 the Russian American Fur Company was formed, and given exclusive privileges of trade in the whole of Alaska, which seems at that time to have been undefined territory. When at the end of the eighteenth and the beginning of the nineteenth century British explorers found their way either by land or sea to the territory to the south and east of her possessions, Russia does not seem to have concerned herself much about their doings. It was another matter when fur traders began to occupy the country and to deplete the waters of the sea-otter and seal and the land of beaver, marten and other fur-bearing animals. The Russian monopolists viewed with great disfavor the neighborhood of the British monopolists. In 1821, the year when the great fur companies united, the Russian emperor issued a *ukase*, claiming the

whole west of America north of the fifty-first parallel of north latitude and forbidding the subjects of any foreign nation to approach within one hundred miles of the coast. England hastened to protest against the extravagant claims, and in 1825 a treaty was made defining the boundary between the respective possessions of England and Russia in America.

The Peninsula of Alaska was divided from the British possessions to the east of it by the one hundred and forty-first degree of longitude, about which no dispute could arise. Russia, however, claimed a strip of seacoast reaching as far south as latitude fifty-four degrees forty minutes. Though the coast had been explored by Vancouver the land was untrodden by the foot of civilized man. It was traversed by mountains, crossed by rivers, and indented by many arms of the sea. An archipelago of islands stretched along its coast. The definition of the eastern boundary of this part of Alaska was laid down very elaborately by the negotiations. It was more than half a century before there was any necessity for ascertaining where this boundary lay and then many difficulties presented themselves as to the interpretation of the treaty. There was also a clause which gave British subjects "the right of navigating freely and without any hindrance whatever, all the rivers and streams which may cross the line of demarcation upon the line of coast described in article III of the present Convention."

While the Russians held Alaska no dispute arose with regard to the provisions of the treaty. Between the years 1839 and 1849 the Hudson's Bay Company leased the Russian territory between latitudes fifty-four degrees forty minutes and 58 degrees North.

In 1867 the United States purchased Alaska from Russia in the same year the Dominion of Canada was formed. When in 1871 British Columbia entered into confederation Alaska and Canada became adjoining territories. In that year the treaty of Washington was signed and it contained a clause which was interpreted to mean that England gave up the right of her subject

to navigate the rivers and streams of Alaska for any purpose save that of commerce.

Gold was discovered in the Cassiar District of British Columbia in 1872. The nearest route into the country was by the Stikine River, which was declared to run through the United States territory; this caused an agitation for a definition of the boundary and surveyors went into the country to try to locate it, but little was done till in 1896 the great discovery of gold in the Klondike, a tributary of the Yukon situated in the northwest of Canada, showed still more plainly the dangers and inconveniences that might arise from an uncertain boundary. From every quarter men rushed to the gold-fields carrying with them valuable outfits. The most direct entrance was by Lynn Canal in Alaska. The United States town of Skagway was on this canal, and Canada claimed, but was refused the right to build one near it. A provisional boundary was perforce agreed upon at this place.

The Alaskan Boundary controversy must be allowed to exist no longer. All the points in dispute resolved themselves into one. To whom did the inlets belong? The treaty declared that the width of the Russian, now the United States possessions should be ten marine leagues measured by a line drawn "parallel to the windings of the coast." Canada contended that the "coast" meant the shores of the Archipelago while the United States maintained that the ten marine leagues were to be measured from the continental coast-line. The wheels of diplomacy were at last set in motion and in January, 1903, a commission was appointed, consisting of Lord Alverston, Chief Justice of England, Sir Louis Jette, a retired judge of the Supreme Court of Canada, and A. B. Aylesworth, a Canadian lawyer, representing British interests, and Elihu Root, Secretary of War, Henry C. Lodge, Senator of Massachusetts, and George Turner, formerly Senator from Washington, on behalf of the United States. It was agreed that the decision of a majority of the commission should be binding on both nations. After many months' deliberation the award was given in October in spite of the protest of the Cana-

dian commissioners, who refused to sign it. By the verdict of the commission the United States retained possession of the inlets of Alaska. At the mouth of Portland Channel, the beginning of the boundary, are four islands. Two of these, Pearse and Wales Islands, were awarded to Canada, while the United States received Sitklan and Kamaghnut.

CHAPTER VI.

FUR TRADERS AND GOLD SEEKERS.

In these old days before the gold rush, the history of the Northwest coast of America concerns itself solely with the trade in peltries, the "Company of Adventurers and Traders trading into Hudson's Bay," and the native tribes with whom they traded are the only two classes thrown on the canvas.

The year 1843 is a turning point, Fort Vancouver on the Columbia is near its end, the glory of the great McLoughlin is becoming dimmed, a new strong man holds the reins of power, a new city is building "Where East is West and West is East beside our land-locked blue." It is the parting of the ways.

There were sound reasons for placing the Hudson's Bay Company Fort, the nucleus of the city of Victoria, where it was placed. The American claims to the possession of the "Oregon country," the first low threats of "fifty-four forty or fight" showed the wisdom of a stronghold north of the settlements on the Columbia, and in the sheltered harbors of Victoria and Esquimalt the fortbuilders fondly saw the outfitting base for the growing whale fleet of the Pacific.

The site was not chosen on the impulse of the moment. As far back as 1837 Captain McNeill explored the south of Vancouver Island and found "an excellent harbor and a fine open country along the sea shore apparently well adapted for both tillage and pasturage." Governor Simpson, going north from Fort Vancouver in the "Beaver" in 1841, remarks "the southern end of Vancouver Island is well adapted for cultivation, for, in addition to a moderate climate, it possesses excellent harbors and abundance of timber. It will doubtless become in time the most valuable section of the whole coast above

California." Simpson's word carried great weight. For thirty-seven years he was the chief officer in America of the Hudson's Bay Company; from eastern Canada to the Red River country he wandered and from Oregon to Alaska, and through this vast commercial empire his rule was unquestioned and his word was law. When, then, Simpson in person before the London directors advised a complete change of base from the Columbia, and suggested the site of the present city of Victoria as the location of the strong fort, the new regime may be said to have already begun. What were the advantages of Camosun (the Indian name of Victoria Harbor)? It was near the Ocean and yet protected from it. Great islands were north of it, and to a huge continent it was nature's entrepôt. It stood at the crossway of the waters, Fuca Strait, Puget Sound, the Gulf of Georgia; and as whaling operations set northward might not a northern rendezvous and trading base be welcomed? The whole life and training of the Hudson's Bay servants made for keen observation, deep cogitation and careful balancing of cause and effect. Who shall say how far an insight into empire expansion was theirs, and to what extent they foresaw trade with the Alaskan north, the Mexican south, the near-by Orient and the far off isles of the sea? The long-headed, keen-witted, silent Scots immediately connected with this movement were John McLoughlin, James Douglas, John Wark, Roderick Finlayson, Tolmie, Anderson and McNeill, all graduates of that stern Alma Mater the "Company of Adventurers and Traders trading into Hudson's Bay," British North America's University of integrity and self-reliance and self-restraint.

Shakespeare makes Coriolanus say, "What is the city but the people? True, the people are the city." Let us for a moment look into the training through which they passed, these rugged men whom fate ordained to be founders of "a greater empire than has been." London was the headquarters of the Hudson's Bay Company, here sat the Home Governor and Board of Directors. Next came the Governor in America, Sir George Simpson. Under him served the Chief Factors, next came the Chief Traders, usually in charge of

some single but important post; fourth, were the Chief Clerks, who went with crews of voyageurs on frequent expeditions or held charge of minor posts; and, fifth, followed the apprenticed clerks, a kind of forest midshipmen, unlicked cubs fresh from school or home—attracted to the woods by an outdoor love of freedom and thirsty for Indian adventures, whose duties were to write, keep store, and respectfully wait upon their seniors; sixth, postmasters; seventh, interpreters, advanced from the ranks of the hewers of wood and drawers of water because of some lucky gift of the gab or predilection for palaver; eighth, voyageurs; ninth, the great rank and file of laborers who chopped and carried and mended, trapped, fished, and with ready adaptability turned their hands to fifty different crafts at the sovereign will of their superior officers. The laborer might advance to be postmaster, the “middy” might become chief factor or governor. Five years the apprentice served before he became clerk, a decade or two might see him chief trader or half shareholder, and a year or two more crowned his faithful life service by elevation to the chief factorship. Broadly speaking, the chief factor looked after the outside relations of the company and the chief trader superintended traffic with the Indians. “Hard her service, poor her payment,” Kipling sings of the East India Company, the sister company of commerce, which did for the empire in the east what this did in the west. No doubt the life of the servant of the Hudson’s Bay Company was hard, but it had its compensations, it developed self-reliance and the hardier virtues of truth and courage and integrity; here, if anywhere, a man stood on his own bottom and rose or fell by his own acts; each man in charge of a post, be it ever so obscure and unimportant, to his little coterie of employes and the constituency of Indians with whom he traded, was a master, a governor, a ruler, his eye had to be eye, and his nay, nay for evermore, or his life would pay the forfeit, it was no place for weaklings. That was the charm of the life, the lust for power is stronger than the lust for gold. The one great drawback to the career, of course, was its loneliness. The young trader or factor had neither time nor money to go

back to civilization to seek a wife, his choice lay between single blessedness and a dusky bride. Generally he chose the latter. The year before the building of Fort Victoria, Governor Simpson tells that in calling in at Stickine fifteen of the employes there had asked his permission to take native wives. Simpson granted them leave to accept what he is pleased disdainfully to call them "worthless bargains," being influenced perhaps more by the trade advantages of these tribal connections than by any sympathy with unmarried loneliness.

In secret justice to the "worthless bargains" it should be said that they almost invariably proved true, industrious, faithful spouses and loving mothers, they were subservient to their lords, they were content to remain obedient hand-maidens, and were imbued with no troublesome yearnings for the franchise and equal rights. Probably at times clouds connubial covered the horizon here as elsewhere, but it was not the warring of the New Woman and the Old Adam.

THE BEAVER.

It was the steamer "Beaver" that brought Douglas and his fifteen men from Fort Vancouver on the Columbia that early March day of 1843 to Camosun harbor.

The "Beaver" as a history maker deserves more than passing notice. She was the first steamer to ply the waters of the Pacific and the first to make the voyage from Europe westward across the Atlantic. If we wish to attend the birthday christening party of the little "Beaver" we must go back to 1835, in the days of William IV, the Sailor King. No expense was spared in her construction, these were the palmy days of the Hudson's Bay Company, and well did the old "Beaver" repay her owners for the good workmanship put into her construction. For over fifty years in another hemisphere and a new ocean was she to do brave pioneer service, piling up an honorable record of work done squarely and unwasted days. At her launching the king attended in person and it was the hand of a Duchess that broke the christening

bottle. Her engines were made by the first firm in the world to make ship's boilers, Messrs. Boulton & Watt, her length over all being 101 1-3 feet. The company built an escort to the "Beaver," a barque of three hundred and ten tons burden, the "Columbia," and on the 29th of August, 1835, the two pioneers stole down the Thames mouth. The trans-Atlantic voyage was made without incident, and Cape Horn passed. Then for nearly four months, with her prow turned northward, did the plucky little black steamer ply the waters of an untried ocean. She was little and unpretentious and homely, but she was "the first that ever burst into that silent sea." Henceforth the history of the "Beaver" is the history of the colonization of northwest America. She poked her inquisitive nose into river estuaries and land locked seas; she made frequent trips as far north as Russian Sitka, and it was in her furnace that the first bituminous coal discovered on the coast was tested.

We have seen that the "Beaver" brought to Camosun the founders of Victoria; in 1858-9 the "Beaver" carried the Cariboo miners to the new found Fraser fields; next year she took a prominent part in the "San Juan affair;" she carried up and down the coast the imperial hydrographers who prepared the first charts of these northern waters, and she died in harness.

It was on a summer night of 1888 that the little steamer piled up on the rocks at the harbor entrance to Vancouver City. For four years she hung there and none so poor to do her reverence. Then a passing steamer came close in one night and gave her her wash, the "Beaver" shuddered through all her oaken ribs, "they broke her mighty heart," and the great Boulton-built boilers slipped down into the sea. Then came the relic-hunter; her stern-board is preserved in the Provincial Museum, it was the end of her long life and an honorable one.

No excuse is offered for this brief history of the "Beaver"—it is very pertinent to our subject; northward and westward—seaward, did Victoria look for her maritime commerce, northward and westward do we still look.

From the Songhees village across the harbor did the curious and angry

Indians paddle out to inspect the "Beaver" that March day of 1843. What might it mean, this "big canoe, that smokes and thunders?" And James Douglas and his men, with what feelings did these pioneers of long ago look around them as they stood among the wild lilies and heard the larks sing of spring? An empire's history is making that day, and this little group of fifteen men are about to begin a chapter. To this end they employ no cunning colors of the cloister, hewn logs and cedar posts are their writing tools, and although the scene be beautiful and enticing, and the thought that till now no European foot had trod these park-like vistas is even to prosaic minds a fascination—still they came for work these fort-builders and not for moralizing. The practiced eye of Douglas soon determined upon a site and all hands were at work digging a well and cutting and squaring timber. The apprehensive and somewhat sulky Indians gathered round not too well pleased with the advent of the "King George's men." Douglas in a characteristic speech told them that the whites came as traders and friends, they wanted furs and would give guns and blankets and trinkets, in the meantime as a "trial order" the Indians might bring in cedar "pickets" twenty-two feet long and three feet in circumference, for every forty pickets a blanket would be given. "Nowitka, delate hias kloosh!" and the trade of Camosun is begun.

According to Bancroft, with the fort-builders came a Jesuit missionary, one J. B. Z. Bolduc, the first priest to set foot on the island of Vancouver. He was as warmly received as the traders were. Up the extension of the harbor he reared his rural chapel of pine branches and boat's canvas and celebrated mass, upwards of twelve hundred converts crowning his zealous efforts, native Songhees and visiting brethren of the Clallams and Cowichans. If this be true then Father Bolduc's was not only the first, but the largest congregation yet assembled on Vancouver Island.

Everything thus auspiciously begun, Mr. Douglas left the men to carry forward the work of fort-building, and himself proceeded northward in the "Beaver" to close Forts Tako, Stickine and McLoughlin, leaving Fort Simp-

son intact, then as now the northern outpost. On the first of June the return party of thirty-five with the goods from the abandoned forts arrived at Camosun, thus bringing the force for the new stronghold up to fifty men. Three months later the construction was completed.

James Deans describes the fort as he saw it two years later. "The bastions were of hewn logs thirty feet in height and were connected by palisades about twenty feet high. Within the palisades were the stores numbered from one to five and a blacksmith's shop, besides dining hall, cook-house and chapel. The ground to the extent of an acre was enclosed by a palisade forming a square. On the north and south were towers, each containing six or eight pieces of ordinance (nine-pounders). The north tower was a prison, the south one was used for firing salutes. On the right, entering by the front or south gate was a cottage in which was the postoffice, kept by an officer of the company, Captain Sangster. Following round the south side came the smithy, the fish-oil warehouse, the carpenter's shop, bunkhouse, and in the corner a barracks for new arrivals. Between this corner and the east gate were the chapel and the chaplain's house. On the other side of the east gate was a large building, the officers' dining room, and adjoining this the cook house and pantry. On the next side was a double row of buildings for storing furs previous to shipment to England, and behind this again a gunpowder magazine. On the lower corner stood the cottage of Finlayson, who was the Chief Factor, and his family, and beyond were the flagstaff and belfry."

Finlayson had been the pupil of Douglas, as Douglas had been the pupil of McLoughlin. "Much from little" was the motto of these frugal Scots. Nails, like everything metallic, were legal tender with the Indians, they had a distinct commercial value, so when Finlayson was ordered to build Fort Camosun without a single nail, he did it. Mr. Finlayson was not the first factor in charge of the new post. Mr. Charles Ross, transferred from the abandoned Fort McLoughlin, was the first in command. Mr. Ross died within the fort gates the following year (1844), and was succeeded by Mr. Fin-

layson. The historian owes a deep debt to Mr. Roderick Finlayson. In a carefully written manuscript of one hundred and four folio pages he gives a clear and comprehensive account of the "History of Vancouver Island and the Northwest Coast," indeed, were it not for Finlayson's record little would be known of these ante-gold days. This pioneer pilot of the destinies of Camosun was a shrewd, practical, clear-headed Scot, somewhat reticent about the company's business, but personally courteous, kindly, and most approachable.

THE DIVIDING LINE.

Up to this time (1845), the somewhat indefinite territory loosely known as "the Oregon country" had been jointly occupied by British subjects and those of the United States. It had not been in the interest of the fur traders to encourage immigration. But the time had come when this rich country could no longer be kept as a game preserve, settlers from both nations were pouring in and the question became insistent, "Who shall possess the land?"

Notwithstanding contentions to the contrary, Great Britain is not and never has been a land grabber, she has none of the hunger for territory which the nations attribute to her, and for every square mile of land she has consented to annex there are a thousand she might have had. When it is a question of acquiring territory, she is always slow to move. "Is the country worth having?" asked the English members of Parliament; "Is it worth fighting for?" McLoughlin when closely questioned to this end answered flatly that it was not. McLoughlin was a fur trader first, last and for all time; in the very nature of things he could not see singly in this matter. At last England took tardy action and in 1845 sent out H. M. S. "America," Gordon in command, to spy out the leanness of this indeterminate land. Gordon was brother of the Earl of Aberdeen, England's Prime Minister, and under him served Captain Parke, of the marines, and Lieutenant Peel, son of Sir Robert. Guiltless of any knowledge of either of the harbors of Victoria or Esquimalt, Gordon put in to Port Discovery and sent a dispatch to Factor Finlayson summoning him

on board. For three days, Finlayson, hour by hour, instructed England's plenipotentiary on matters connected with this to him *terra incognita*. Then the junior officers, Parke and Peel, were sent via Cowlitz to the Columbia to see with their own eyes and judge of the desirability of acquiring the country. It is of these two officers that that persistent story is told which will not down. It is said that their *viva voce* report on returning to their ship was, "The country is not worth a damn, the salmon will not rise to the fly."

Meanwhile the "America" had crossed to Victoria Harbor, and it was incumbent upon Finlayson to do the honors of host to the distinguished officers representing the awe and majesty of the Mother Land. The bachelor quarters of the fort were not very luxurious, but it was easy to kill calves for the prodigals and provide a feast of fat things. "An Englishman's idea of pleasure is, '*Come, let us kill something,*'" cogitated Finlayson, so after dining and wining he proposed a deer-hunt. A band of deer made its opportune appearance (without the aid of beaters!), and the gay Gordon, mounted on the best cayuse the establishment boasted, got the leading stag in range, but the whole band incontinently took flight while the noble lords were adjusting their sights, and disappeared in the dense forest undergrowth. The commander, sputtering with wrath because the stag was inconsiderate enough not to stand at "*Shun!*" animadverted in choice Saxon upon the uncivilized nature of such a land.

The sun shone brightly on the dancing waters of the straits, the crests of the Olympics stood up like rough-hewn silver, and peace and plenty smiled on every hand. But the deer had not waited to be killed. "Finlayson," swore Gordon, "I would not give one of the bleakest knolls of all the bleak hills of Scotland for twenty islands arrayed like this in barbaric glories."

Next year (1846), a flotilla of British vessels appeared off Vancouver Island, the "*Cormorant*" Captain Gordon (*not* the deer-slayer); the "*Constance*," Captain Courtney; the "*Inconstant*," Captain Shepherd; the "*Fisguard*," Captain Duntze; and the surveying vessels "*Herald*" and "*Pan-*

dora." Overland also came Royal Engineers, Lieutenants Warre and Vavasour, arriving in Fort Vancouver by the annual express from York Factory. After "great argument about it and about," what is now known as the Oregon Treaty, was passed on the 15th of June, 1846, and the forty-ninth parallel became the dividing line between the nations.

PAUL KANE, THE WANDERING ARTIST.

In April, 1847, appeared on the scene Paul Kane, a wandering artist, who in a very readable book describes "those wild scenes among which I strayed almost alone and scarcely meeting a white man or hearing the sound of my own language during four years spent among the Indians of the Northwest." Kane's interest was with the Indians, though we get from him not a few interesting sidelights on the paler pioneers. The word "Esquimalt," he tells us, is the place for gathering the root camass; "Camosun" is the place of rushing waters. Across the harbor from the fort he finds a village of five hundred armed warriors, the men wear no clothing in summer and in winter affect a single garment, a blanket made of dog's hair and goosedown with frayed cedar bark. The Indians breed these small dogs for their hair. The hair is cut off with a knife and mixed with goosedown and a little white earth, then beaten with sticks and twisted into threads by rubbing it down the thigh with the palm, to be finally woven into blankets on a rude loom by the women of the tribe.

Kane followed the Indian tribes into their loneliest lodges, lived with them, ate with them, slept with them, and so studied them from within. He tells vividly how the Songhees chief, Cheaclach, was inaugurated into his high office after thirty days of lonely fasting culminating in a wild orgy of dog-biting and biting of his friends; the most honored scars are those which result from a deep bite given by a chieftain-novitiate—faithful are the wounds of a friend.

We go out on the straits with the artist and watch these primeval savages

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RAINY HOLLOW, HEAD WATERS KLEHINI RIVER, CHILCAT
MINING DIVISION.

take the big sturgeon, weighing often from four hundred to six hundred pounds; they are speared as they swim along the bottom at spawning season, to this end a seaweed line one hundred and fifty feet in length, spear-handles eighty feet long and detachable barbed spear-heads are used; their fish-hooks are made of pine-roots. The Indians were exceedingly fond of herring-roë, which they were wont to collect in an ingenious way. Cedar-branches are sunk to the bottom of the river in shallow places by placing on them a big stone or two. The fish prefer to spawn on green things, the branches by next morning are all covered with spawn, which is washed off into water-proof baskets and squeezed by the hand into small balls. Kane says it is "very palatable," and he so describes fern-roots roasted. Kane ought to know, he was in like position with the old Scot who declared, "*Honesty is the best policy, I've tried baith.*"

Slavery in a most cruel form existed from California to Behring Straits, any Indian wandering off from his tribe might be seized and enslaved. The northern tribes played a grim sort of prisoners' base, and it was clearly advisable "to stay by the stuff," for surely the "gobble-uns will git you if you don't—watch—out!" The slavery that existed was of the most extreme kind, the master exercised the power of life and death over his slaves, slaves were killed to make an ostentatious display of wealth, the body of a slave was not entitled to burial.

The making of a medicine-man was as weird a ceremony as the making of a chief. It, too, was preceded by a period of fasting; the would-be medicine-man gave away every earthly possession before beginning his practice, depending thereafter wholly upon his fees. The medicine-man really was a magic-man, in direct communication with God, the "*Hyas-Sock-a-la-Ti Yah.*" Kane notices in the big lodges of the coast Indians, houses big enough to accommodate eight or ten families, beautiful carved boxes of Chinese workmanship which reached Vancouver via the Sandwich Islands. During all

these years there was regular communication and no inconsiderable trade between this tropical archipelago and the North American mainland.

Kane had wonderful tact in dealing with the Indians; he overcomes their rooted prejudice to being sketched by telling them the picture is to go to the "Great Queen over the water" and then they crowd his tent to overflowing, eager for the privilege, and proffer him their choicest delicacy, long strips of four inch whale blubber to be eaten "*al fresco*" with dried fish.

Ingenious was the Indian method of capturing the whale. A flotilla of canoes went out to the whale-grounds, sometimes even twenty or thirty miles from shore, each craft well supplied with spears and seal-skin bags filled with air, each containing ten gallons. The bags were attached to the spears and great numbers of the weapons were hurled into the animal's body; with the loss of blood he soon became too weak to overcome the upward buoyant pressure of the many floats, and cowed and dirigible, was towed tamely to shore to be dispatched at leisure.

Kane met the historical Yellow-cum, chief of the Macaws, whose father was pilot of the ill-fated "Tonquin," the vessel sent out by John Jacob Astor to trade with the Indians north of Vancouver Island, and which was blown up in such a tragic manner.

We get a glimpse, too, of the currency of these coast-wise tribes. The unit of value is the *ioqus*, a small shell found only at Cape Flattery, where it is obtained with great trouble from the bottom of the sea. It is white, slender, hollow, and from one and one-half to two inches long. The longer the shell the greater its value. When forty make a fathom, their united value is one beaver-skin. If thirty-nine will make a fathom, its value is two beaver-skins and so on. A sea-otter skin at this time was worth twelve blankets.

The Indians at the south of Vancouver Island flattened their heads, those at the north pulled them out into cones. On the opposite mainland were the Babines or Big-Lips, bone-lipped beauties whose lower lips were incised to carry patines of bone, shell or wood, sometimes so large that the ornament

made a convenient shelf on which to rest the food. These people wear costly blankets of the wool of the mountain sheep and burn their dead on funeral pyres. The way letters were carried by the Babines or Voyageurs is most interesting. An Indian gets a letter to deliver perhaps hundreds of miles away. He starts out in his canoe and carries it to the end of his tribal domain when he *sells* it to the next man, who takes it as far as he dares and gets an augmented price for it, the last man delivers and collects full fare for the precious missive. The mail-carrier is never molested, he cries in choicest Chinook, "In the name of the Empress the Overland Mail," and is given ever the right of way.

IMPORTANT HUDSON'S BAY COMPANY POSTS OF BRITISH COLUMBIA.

At this time there were six Hudson's Bay Company forts on the British Columbia coast and sixteen in the interior. At the southeast corner of Stuart Lake stood the capital of New Caledonia, old Fort St. James, the central figure of a cluster of subsidiary forts. Taking Fort St. James as pivotal point, one hundred miles northwest was Fort Babine, eighty miles east was Fort McLeod, sixty miles southeast was Fort George, and twenty-five miles to the southwest stood Fort Fraser. The highland surrounding Stuart Lake is a continental apex or divide whence flow the waters of the mighty Fraser southward, to the north and west the Skeena, while away to the north and east the winding Peace takes its tribute to the frozen ocean.

On Lakes McLeod, Babine and Fraser were forts of the same names, and Fort Thompson was built on the Kamloops. Fort Alexandria on the Fraser was an important base, from here the northern brigade took its departure, and this post yielded an annual sale of twenty or thirty packs of peltries. From Fort Alexandria to Fort St. James the trafficking merchandise was carried by canoe.

Why emphasize these paltry redoubts, little picketed enclosures separated each from the other by leagues of mountain-morass, roaring torrents and well-nigh impenetrable forests? What do they stand for, these fly-specks

on the map of a country into which continental Europe can comfortably be tucked? To the Indians they are magazines of civilized comforts; to the Honorable Hudson's Bay Company they are centers of lucrative trade, monopolistic money-getters; to the servants of the company we have seen they, in their loneliness, are grim character-makers; to us who follow after they are the outposts of empire, the advance guards opening the way for another off-shoot from the Grey Old Mother. It is history in the making.

Fort St. James was a profitable station; it sent yearly to London furs worth a round quarter of a million. By horse brigade to these great centers came the goods for barter. The animals were sleek and well cared for, and where the iron horse now makes his noisy way these patient packers picked paths of their own through deep ravines, round precipitous mountain edges and across swollen streams, carrying the goods of all nations to lay at the feet of blanket-clad braves.

The coast forts were Simpson, the first and most northerly sea-fort in British Columbia; Langley, near the mouth of the Fraser; Tako, on the Tako River; Fort McLaughlin, on Millbank Sound; Fort Rupert, at the mouth of Vancouver Island, and Camosun, whose name by transition through Fort Albert, must hereafter be known as Victoria, in honor of the Great and Good Queen. There was a connection other than commercial between these fur trading fortresses. As far back as 1833 Dr. W. F. Tolmie and Mr. A. C. Anderson of the Hudson's Bay service conceived the idea of establishing a circulating library among the different posts throughout the length and breadth of this great lone land. From London came the books and periodicals, and among the gay blankets and beads and flint-lock muskets carried by cayuse and canoe from post to post were tucked novels from Mudie's and works on art and religion and agriculture from the Old Land. By the time a copy of the Illustrated London News or the "Thunderer" had percolated from officers' mess all down through the service till it reached Sandy at the forge or Donald and Dugald driving the oxen, it was frayed away like a well worn

bank note. This (1833-43) was the first circulating library on the Pacific Slope. In 1848 Fort Yale was founded, on the Fraser River, and Fort Hope the next year. Yale when built was the only point on the then untamed Fraser between Langley and Alexandria, a distance of three hundred miles, till then untrod by white man. Yale was the head of navigation on the Fraser.

COAL DISCOVERED.

Fort Rupert, at the north end of Vancouver Island, was established in the hope that it would prove the site of valuable coal mines. Coal was discovered there and a trial shipment made to England by Rear Admiral Seymour in 1847. But Nanaimo, further south, was destined to be the coal center of the island. Credit for the discovery here attaches to Joseph W. McKay, of the company's service, who located the famous Douglas vein in 1850, having heard of the "black stone that burns" from a communicative Indian. The fur traders knew a good thing when they saw it, and could turn their talents into acceptable channels. Before the expiration of 1853 two thousand tons were shipped from this point, fully half of which was taken out by the Indians. The company's price at Nanaimo was eleven dollars, and in San Francisco, now at the flood-tide of its gold-age, the coal brought twenty-eight dollars a ton.

TWO STRONG MEN OF KAMLOOPS.

In 1846 two strong men reigned at Kamloops. John Tod was Chief Trader, and St. Paul, or Jean Baptiste Lolo, to give him the full title by which the Mother Church received him, governed the Shus-wap Indians with iron hand.

Much of history and romance is woven into the name Kamloops. The establishment dates back to the days of the Northwest Company, being builded as long ago as 1810 by David Thompson the Astronomer. Alexander Ross in 1812, on behalf of Astor's Pacific Fur Company, used it as his base, when

no fewer than seven tribes traded there; these were the palmy days. Worthy successor of these strong ones was John Tod, wiry, alert, keen, a *man* all through and through. And Jean Baptiste Lolo? He, too, was a striking figure and worthy the steel of even a John Tod. Every wanderer through the wilderness notes with joy these two chiefs, the white and the tawny, and the struggle for supremacy of the warring personalities.

It was in Kamloops that the pack-horses were bred for the overland pack-trains, and horse flesh here was a staple article of diet. Captain R. C. Mayne, R. N., F. R. G. S., pays his tribute to St. Paul:

"In the center room lying at length upon a mattress stretched upon the floor was the chief of the Shuswap Indians. His face was a very fine one, although sickness and pain had worn it away terribly. His eyes were black, piercing and restless; his cheek bones high, and the lips, naturally thin and close, had that white compressed look which tells so surely of constant suffering. St. Paul received us lying upon his mattress, and apologized in French for not having risen at our entrance. He asked the Factor to explain that he was a cripple. Many years back, being convinced that something was the matter with his knee and having no faith in the medicine men of the tribe, the poor savage actually cut away to the bone, under the impression that it needed cleansing. At the cost of great personal suffering he succeeded in boring a hole through the bone, which he keeps open by constantly syringing water through it."

Such was Jean Baptiste Lolo. One can well imagine that such a man could not be found wanting in personal courage. Although obliged to be in his bed often for days at a time, his sway over his tribe was perfect. On this occasion, at Captain Mayne's invitation, he rose and mounted, and rode with the party all day, doing the honors of the District and giving Mayne double names for every striking feature of the landscape, the Indian name and Paul's fantastic French equivalent. For instance, the mountain upon which they climbed was *Roches des Femmes*, for in summer many Indian women were

to be seen scattered about its sides gathering berries and the bright yellow moss, Quillmarcar, with which they dye their doghair blankets.

St. Paul accompanied Mayne as a guide upon his continuing his journey, claiming a place of honor at the "first table" and maintaining that silent dignity which sits so well on these strong men of a past age. Having for the time exchanged cayuse for canoe, Mayne says, "With all its many inconveniences, there is something marvelously pleasant in canoe traveling, with its tranquil gliding motion, the regular splashless dip, dip, of the paddle, the wild chant of the Indian canoemen, or better still the songs of the Canadian voyageurs, keeping time to the pleasant chorus of 'Ma Belle Rosa,' or 'Le Beau Soldat.'"

Thus happy we leave our chronicler and hark back to Paul Lolo's counterfoil, the astute Tod. It was the custom every spring and summer to send a party from Kamloops to the Popayou, seventy-six miles away on the Fraser, to secure a year's supply of cured salmon from the Indians. This year a Shuswap conspiracy was on foot to rob and slay the foraging party from the Fort, and to wipe out the establishment. Scenting the plot from a hint dropped by a friendly chief, Tod left his party, now well on its way, and alone entered the hostile camp. With ostentation he threw down his weapons, and told them that he had come as a messenger of mercy to save them from an impending scourge of smallpox. Fortunately he had a small supply of vaccine with him. Ready wit suggested his device, eloquence, a successful bit of play acting on a spirited horse, and his native fearlessness completed the conquest. Soon Tod had the would-be murderers felling a tree of immense proportions, that he might have a kingly stump from which to officiate, forsooth; and alone amid that band of determined cut-throats, the pawky Scot, with tobacco knife lancet, vaccinated brawny arm after brawny arm till daylight and vaccine were gone. The Indians went away his sworn slaves, hailing him with loud acclaims for ever after as their father and savior. Well

indeed did they know and fear the plague smallpox, and he who would deliver them hence, was he not worthy of homage?

McKAY MEETS ADAM-ZAD.

In 1846 a strong figure looms large on the North Coast horizon. This is Joseph W. McKay, this year made General Agent of the North Coast establishments. McKay was staunchly true to the tenets of the company which he served, the one insistent article of whose creed was, "Get furs." Do Indian tribes show an inclination to go on the war-path? Their hostile intents must be turned aside, not because war is unholy, but because chiefs engaged in the gentle art of disemboweling their enemies and splitting the bodies of babies on wooden frames as salmon are split (Cf. History of Father Morice) are not able at the same time to trap beaver and marten and bring in priceless sea-otter skins.

McKay had then to keep his aboriginal coadjutors in the gentle paths of peace, he had also a second part to play. Stationed up against the confines of Russian America, his it was to bend every faculty towards wresting the monopoly of the lucrative fur trade of these hyperborean fastnesses from the hands of Russia. To this end McKay had to pit his pawky Scottish wits against those of Adam-Zad, the Bear that walks like a man. It was a pretty game to watch, McKay says: "In 1847 a Chief of the Stikines, perfectly trustworthy, told me that he had been approached by a Russian officer with presents of beads and tobacco, who told him that if he would get up a war with the English in the vicinity and compel them to withdraw, he should have gifts of arms and ammunition, a personal medal from the Czar of all the Russias, a splendid official uniform and a lucrative *Russian* market for his peltries forever."

Nor was the plotting all on the side of the Russians. This same year Governor Shemlin of the Russian Company visited McKay at Bella Bella, to ask his co-operation in ending the inter-tribal Indian wars which were de-

moralizing the fur trade. While the diplomatic McKay was dining and wining Shemlin, a confidential messenger came to the door to report the approach of a large fleet of the Hudson's Bay Company's canoes laden to the water-mark with furs stealthily procured in the Russian domain. McKay was quick witted. Word was sent to the flotilla to return to the harbor entrance, and then McKay assiduously set himself to the task of making Shemlin gloriously and unconsciously drunk. Scottish cordiality and Hudson's Bay Company's rum did the trick, and while Shemlin safely slept beneath the table, the illicit furs were packed away in the warehouses.

THE FIRST GLEAM OF GOLD.

In 1848-9 Fort Victoria began to feel the reflex of the California Gold Excitement. At the new gold town of San Francisco prices were exorbitant, the minds of the thrifty among the Argonauts turned to the Northern Hudson's Bay Company's Fort, where the best of British made goods could be bought at reasonable rates. Amid the reckless extravagance and prodigality which distinguished San Francisco in those early days there remained some who did not break saloon mirrors with \$20 gold pieces or eat greenbacks in sandwiches. These, like Mrs. John Gilpin, "although on pleasure they were bent still had a frugal mind," and when winter closed their placers they chartered vessels and sailed northward to bargain with the Hudson's Bay Company traders for their summer supplies.

Finlayson, then in charge of Fort Victoria, says: "These rough looking miners landed here from their vessels in 1849. I took them for pirates, and ordered my men to prepare for action. They had, I soon found, leather bags full of nuggets which they wished to exchange for goods. I had never seen native gold and was doubtful of it; however, I took one of the pieces to the blacksmith shop and ordered the smith to beat it out on the anvil. The malleability reassured me and I offered to take the risks of barter, placing the value of the nuggets at \$11 an ounce. Other factors followed my ex-

ample, and this year we had nuggets to ship to England together with our furs."

Finlayson thus naively recording his scruples about taking \$16 gold at \$11 an ounce had no prescience of the fact that this very Fort where he presided was destined within a decade to be itself the center of a gold excitement which shook two continents. With upsetting news of monthly earned millions floating in the atmosphere, it required all the astuteness of a James Douglas to keep the ill-paid and frugally-fed men of the Hudson's Bay Company true to their contracts. In fact, from the Columbia posts, many deserters made their way to the new El Dorado, some to return in the spring dazzling the sight of their *ci-devant* co-workers with \$30,000 and \$40,000 pokes.

CROWN GRANT OF VANCOUVER ISLAND TO THE HUDSON'S BAY COMPANY,
1849.

A fur company is a bad colonizer, foxes and beavers do not breed in apple orchards. The heart's desire of the Hudson's Bay Company was ever to keep the thousands of square miles of the Northwest one unviolated game preserve. After the fixing of the international dividing line at the forty-ninth parallel, the Hudson's Bay Company monopolists quaked with fear lest their American cousins, now pouring into the Western Coastal States, would pursue their maraudings north of the Oregon country and seriously jeopardize their Indian trade. True, several years of their exclusive charter had yet to run, till the year 1859 by direct treaty had the Mother Country promised them the privilege of sole trade with the natives. But with a free and progressive people making permanent settlements to the south of them, founding cities and looking to the Sandwich Islands and Sitka and Mexico for trade, the eyes of the Mother Country might not longer be blinded to her own colonization interests on the Pacific Coast, and in truth it was the intrusion of their own countrymen rather than the Americans that the fur traders feared.

Astute as ever, the officers of the company, Sir J. H. Pelly and Sir George Simpson took the bull by the horns. If the trade of colonization could not be stemmed, might they not contrive to get its current placed in their own hands so they might at least direct it? So we find Sir J. H. Pelly writing to Earl Gray in March, 1847, that the company was "willing to undertake the government and colonization of all the territories belonging to the crown in North America, and receive a grant accordingly." Small wonder is it that the ingenious modesty of this suggestion made even the lethargic Mother Land rub her eyes and consider. Then Sir J. H. Pelly and Sir George Simpson modified their suggestion with the assurance that "placing the whole territory north of the forty-ninth parallel under one governing power would have simplified arrangements, but the company was willing to accept that part of the territory west of the Rocky Mountains, or even Vancouver Island alone, in fact, to give every assistance in its power to promote colonization."

Consequently, in 1848, the draft of a charter granting them the Island of Vancouver was laid before the Imperial Parliament. Mr. Gladstone spoke against the bill, the Manchester Chamber of Commerce sent up a remonstrance and the press spoke strongly against the measure. Gladstone objected to giving a large British Island into the hands of a secret company whose methods were exclusive and hidden and conducted in a spirit of absolutism, whereas the keynote of British government was openness. However, on the 13th of January, 1849, the grant was consummated, chiefly because in the opinion of the British law makers it would conduce to the maintenance of law and order, the encouragement of trade and the protection of the natives.

By the terms of the charter the Hudson's Bay Company was given the island with the royalties of its seas, forests and mines. They were lords and proprietors of the land, promising on their part to colonize the island within five years, selling the land to settlers at a reasonable rate, retaining to themselves ten per cent of such sales and applying the remaining ninety per cent to permanent improvements of the colony, roads, bridges and public buildings.

The crown reserved the right to recall the grant at the end of five years if not satisfied with the evidence of good faith of the company, agreeing in that event to repay the company *all moneys actually spent by them in colonization*. This last clause made it a very good bargain indeed for the Hudson's Bay Company—they had capital, they had ships in regular communication with England, they had organization down to a fine point, they had been in northern North America for a century and a half, they knew the country as no one else had known it or would ever be able to know it, they were on the spot, and, lastly, they were their own bookkeepers. Not hard would be the task for the canny Scots to actually expend £10,000 and charge up the Commonwealth of England with five times that sum. Are not governments made to be fleeced? If the company were to hold the land after the trial trip of five years or to give it up, what did it matter? In either case, the company stood in to win. Lord Gray imposed the conditions of colonization, and therein exposed the hand of a tyro. The immigrant to Vancouver Island's shores had to pay a pound an acre for his land, and furthermore must produce five other men or three families also provided with their required pound sterling per acre to settle land adjacent to him. So each prospective settler of Vancouver Island was to be a capitalist, an adventurer willing to risk chances in an untried land, and also a real estate and immigration bureau in his own person. Astute Earl Gray! In Oregon to the south, free land was offered to the pioneer with no harassing restrictions, without money and without price. A British subject if a married man, merely upon declaring his intention of becoming an American citizen, was freely granted 640 acres of land. It was a case of patriotism versus pounds sterling to the incoming rancher, and the Hudson's Bay Company laughed up its corporate sleeve and continued its trade in furs. Statesmen talked, settlers complained, and the Fur Company ruled. There is no burking the fact that the legalized colonizers of Vancouver Island retarded colonization. Was this a boon or a bane? There are so many points of view and so many factors in that complex question!

British subjects were kept out, true. It is also true that the lives of the Indians were prolonged, aboriginal conditions were conserved for them and the dogs of development kept back.

FIRST COLONIAL GOVERNOR.

On the 10th of March, 1850, Richard Blanshard, the first Colonial Governor, landed from the deck of the government vessel "*The Driver*." The captain of "*The Driver*" and the officers of "*The Cormorant*" in full uniform, stood by while Blanshard himself read his Royal Commission. It was an anomalous position barren of all honor that poor Blanshard came to fill. There was no Government House for him to occupy, and except the Indians and servants of the Hudson's Bay Company, very few settlers indeed for him to govern, and sadder than all these, there was no salary whatever to go with all the gold braid. The government of Vancouver Island (i. e. Blanshard) kept his royal state for the present on board "*The Driver*," and *nolens volens* went where she went, to Fort Rupert, to Beaver Harbor, up and down the coast. When "*The Driver*" moved on Blanshard accepted a bunk within the Fort, and here took up his melancholy state. There were practically at this time no settlers on Vancouver Island independent of the Hudson's Bay Company, so Blanshard's rule degenerated into settling or trying to settle disputes between the officers of the Hudson's Bay Company and their servants. This was repugnant and abortive.

Briefly, the Hudson's Bay Company by the terms of their charter were absolute, and Blanshard was not needed. In 1851 he sent to England his resignation, which was duly accepted, and all eyes turned to James Douglas as his inevitable successor.

Blanshard made an attempt at a little brief authority before his departure by nominating a Provisional Council of three members, James Douglas, James Cooper and John Tod, to whom he administered the oath of office, it was his last and almost his first official act. In September, 1851, James

Douglas was duly made Governor of the colony, having been its ruler in fact for many years. Douglas now set himself to serve two masters, the Imperial Government and his old Alma Mater, the Honorable Hudson's Bay Company. With canny care he first arranged the important question of salary, in addition to his honorarium as Chief Factor, he was to draw £800 per annum as Governor.

RULE OF THE DOUGLAS.

When Douglas became governor Roderick Finlayson took his place on the Provisional Council. Colonization went on very slowly; the settlers in 1853 on Vancouver Island numbered only 450, but even this scant population demanded some judicial functionary, so we find in 1854 Mr. David Cameron presiding in Victoria as Chief Justice of the Colony, with the princely salary of £100 per annum. Previous to this the only arm of the law had been Dr. Helmcken, whom Blanshard had appointed Justice of the Peace in 1850. In 1858 Mr. Needham succeeded Chief Justice Cameron, himself giving place the next year to Sir Matthew Baillie Begbie. Sir Matthew was one of the dominant men who left strong finger marks on the history of British Columbia in the plastic days of its first growth. He continued to fill the position of Chief Justice of British Columbia until his death in 1894 in the 75th year of his age.

At a period when firmness and discretion in the administration of justice were most needed, his wise and fearless action as a judge caused the law to be honored and obeyed in every quarter. Sir Matthew was a man of scholarly attainments, and his versatility of talents evoked the admiration of those who best knew him. As a judge, the tendency of his thought was eminently logical, his judgment was fearless and decisive.

In 1854 the Hudson's Bay Company had but one unexpired year of its charter, if settlement was not at least begun the charter must be lost. To meet this difficulty several of the leading officers of the company, Douglas, Work, Tod, Tolmie and Finlayson, purchased wild lands as near to the fort

as they could get them, paying at the rate of a pound per acre for their holdings. Outside settlers were naturally dissatisfied with this Family Compact which thus reserved to itself the best of everything in sight, and in 1853 a petition was sent to the Imperial Government praying that the Charter on its expiry be not renewed. However, the petition was ignored, and in 1855 the Charter was renewed for a further five years.

THE FIRST LEGISLATURE.

On the 28th of February, 1856, Mr. Labouchere, Secretary of State for Britain, sent instructions to Governor Douglas bidding him call together his Council and arrange for the dividing of the country into electoral districts, and the subsequent election of the members of a Legislature. The result was the issuing of a proclamation on June 16th, 1856, dividing the country into four electoral districts, Victoria with three members, Esquimalt two members, Nanaimo one member, Sooke one member, and the elections were duly held. The first representatives of the new Assembly were J. D. Pemberton, Joseph Yates and E. E. Langford for Victoria; Thomas Skinner and J. S. Helmcken for Esquimalt; John Muir for Sooke, and John F. Kennedy for Nanaimo.

In connection with this election Dr. Helmcken made his maiden speech, which is the first recorded political speech of the colony. In it he strongly deprecates the feeling of indifference which had made it extremely difficult to secure candidates for an honorable seat in the new Assembly.

The first Legislature met on the 12th of August, 1856, Dr. Helmcken was chosen Speaker. Governor Douglas delivered with dignity the inaugural speech, which gives in a succinct and forceful way his conception of the status of the young colony. We transcribe it:

“Gentlemen of the Legislative Council and of the House of Assembly: I congratulate you most sincerely on this memorable occasion—the meeting in full convention of the General Assembly of Vancouver Island, an event fraught with consequences of the utmost importance to its present and future

inhabitants and remarkable as the first instance of representative institutions being granted in the infancy of a British colony. The history and actual position of this colony are marked by many other remarkable circumstances. Called into existence by the Act of the Supreme Government immediately after the discovery of gold in California, it has maintained an arduous and incessant struggle with the disorganizing effects on labor of that discovery. Remote from every other British settlement, with its commerce trammelled, and met by restrictive duties on every side, its trade and resources remain undeveloped. Self-supporting, and defraying all the expenses of its own government, it presents a striking contrast to every other colony in the British Empire; and, like the native pine of its own storm-beaten promontories, it has acquired a slow but hardy growth. Its future growth must, under Providence, in a great measure depend on the intelligence, industry and enterprise of its inhabitants, and upon the legislative wisdom of this Assembly.

. . . . I am happy to inform you that her Majesty's Government continues to express the most lively interest in the progress and welfare of this colony. Negotiations are now pending with the Government of the United States which may probably terminate in an extension of the Reciprocity Treaty to Vancouver Island. I will just mention that an impost of £30 is levied on every hundred pounds of British produce which is now sent to San Francisco or to any other American port. The Reciprocity Treaty utterly abolishes these fearful imposts and establishes a system of free trade in the produce of British colonies. The effect of that measure in developing the trade and natural resources of the colony can therefore be hardly overestimated. The coal, the timber, and the productive fisheries of Vancouver Island will assume a value before unknown, while every branch of trade will start into activity and become the means of pouring wealth into the country. The extension of the Reciprocity Treaty to this Island once gained, the interests of the colony will become inseparably connected with the principles of free trade, a principle which I think it will be sound policy on our part to

encourage. The colony has been again visited this year by a large party of northern Indians, and their presence has excited in our minds a not unreasonable degree of alarm. Through the mercy of God they have been prevented from committing acts of open violence; yet the presence of large bodies of armed savages who are accustomed to follow the impulses of their own evil natures more than the dictates of reason and justice gives rise to a feeling of insecurity which must exist as long as the colony remains without military protection. Her Majesty's Government, ever alive to the dangers which beset this colony, has arranged with the Lords Commissioners of the Admiralty that the "President" frigate should be sent to Vancouver Island, and the measure will, I have no doubt, be carried into effect without delay. I shall nevertheless continue to conciliate the good will of the native Indian tribes by treating them with justice and forbearance and by rigidly protecting their civil and agrarian rights. Many cogent reasons of humanity and sound policy recommend that course to our attention, and I shall therefore rely upon your support in carrying such measures into effect. We know from our own experience that the friendship of the natives is at all times useful, while it is no less certain that their enmity may become more disastrous than any other calamity to which this colony is directly exposed.

"Gentlemen of the House of Assembly, according to constitutional usage you must originate all money bills. It is therefore your special province to consider the ways and means of defraying the ordinary expenses of the Government either by levying a customs duty on imports or by a system of direct taxation. The poverty of the country and the limited means of a population struggling against the pressure of numberless privations must necessarily restrict the amount of taxation; it should therefore be our constant study to regulate the public expenditure according to the means of the country, and to live strictly within our income. The common error of running into speculative improvements, entailing debts upon the colony for a very uncertain advantage should be carefully avoided. The demands upon

the public revenue will at present chiefly arise from the improvement of the country, and providing for the education of the young, the erection of places for public worship, the defence of the country, and the administration of justice.

“Gentlemen, I feel in all its force the responsibility now resting upon us. The interests and well-being of thousands yet unborn may be affected by our decision, and they will reverence or condemn our acts according as they are found to influence for good or evil the events of the future.”

THE FAMILY COMPACT.

The personnel of the first Legislature of British Columbia was largely Hudson's Bay Company in its complexion. James Douglas was lord paramount in his dual capacity as imperial viceroy and fur trader's factor in chief. Work, Finlayson and Tod, chief factor, chief trader and ancient pensioner, respectively, of the Hudson's Bay Company, comprised both secret council and house of lords. The seven wise men of the House of Assembly were also of the monopoly. Helmcken was staff doctor of the Company; Pemberton, surveyor and ardent attaché; McKay, clerk of the company; Muir, a cidevant servant; Skinner, an agent of the Puget Sound Agricultural Company; Kennedy, a retired officer of the company; Yates, by the grace of the company, merchant; David Cameron, brother-in-law of the Governor, was Chief Justice, and A. C. Anderson, retired chief trader, was Collector of Customs.

Thus the Government of Vancouver Island continued until 1859, at which time ended the second five years of the Hudson's Bay Company's colonial domination. It is hard for a man to serve two masters. Douglas had four to serve, namely, the Hudson's Bay Company's fur trade, the Colony of Vancouver Island, the Puget Sound Agricultural Company, and the Nanaimo Coal Company. Humanly speaking, it was impossible for any one man to serve faithfully these four distinct and often antagonistic interests.

GOLD.

And now the conservative fur traders and the few pastoral off-shoots from the forts were to be startled by the insatiable *auri sacra fames*. Gold is discovered. In 1857 a small party of Canadians set out from the boundary fort of Colville to "prospect" on the banks of the Thompson and the Bonaparte. Other parties succeeded in making good strides, and immediately the news was in the air and soon a continent was inflamed.

Between March and June in 1858 ocean steamers from California crowded with gold seekers, arrived daily in Victoria. The easy-going primitive traders rubbed their eyes and sat up. Victoria, the quiet hamlet whose previous shipping had consisted of Siwash canoes and the yearly ship from England, in the twinkling of an eye found itself a busy mart of confusion and excitement. In the brief space of four months 20,000 souls poured into the harbor. The followers of every trade and profession all down the Oregon coast to San Francisco left forge and bar and pulpit and joined the mad rush to the mines. It was as when the fiery cross was sent forth through the Old Land, men dropped the implements of their trade, left their houses uncared for, hastily sold what could be readily converted into cash and jumped aboard the first nondescript carrier whose prow turned northward. The motley throng included, too, gamblers, loafers and criminals, the parasite population which attaches to the body corporate whenever gold is in evidence; the rich came to speculate and the poor came in the hope of speedily becoming rich. San Francisco felt the reflex action, every sort of property in California fell to a degree that threatened the ruin of the state. In Victoria a food famine threatened, flour rose to \$30 a barrel, while ship's biscuit was at a premium. A city of tents arose, and all night long the song of hammer and saw spoke of rapidly put together buildings. Shops and shanties and shacks to the number of 225 arose in six weeks. Speculation in town lots reached an unparalleled pitch of extravagance, the land office was besieged before four o'clock

in the morning by eager plungers and some wonderful advances are recorded. Land bought from the company for \$50 resold within the month for \$3,000, a clay bank on a side street 100 feet by 70 feet brought \$10,000, and sawn lumber for structural purposes could not be had for less than \$100 per 1,000 feet. The bulk of heterogeneous immigration consisted of American citizens who strove hard to found commercial depots in their own territory to serve as outfitting bases for the new mines. It is not speculators, however, but merchants and shippers who determine the points at which trade shall center. Victoria, combining the greatest commercial facilities with the fewest risks to navigation, soon came to the front as a shipping center; to this end her roadstead with its good holding ground and her whole mile frontage of deep water largely contributed. Of the great loads disgorged on the Victoria docks from the San Francisco steamers, most of the inglorious parasites, the Jews, brokers, Paris cooks and broken down gamblers stayed in Victoria to live by their wits, preying upon the fortunate miners, while the adventurous spirits pressed on up the Fraser toward the source of gold. All miners had to pay a monthly license to the government.

The Fraser River begins to swell in June and does not reach its lowest ebb till winter; consequently the late arrivals found the auriferous ground under water. Thousands who had expected to pick up gold like potatoes lost heart and returned to California heaping execrations upon the country and everything else that was English. The state of the river became the barometer of public hopes and the pivot on which everybody's expectation turned, placer mining could only be carried on upon the river banks, and would the river ever fall? A few hundreds of the more indomitable spirits, undeterred by the hope deferred which maketh the heart sick, pressed on to Hope and Yale, at the head of steamboat navigation, being content to wait and try their luck on the river bars there when at last the waters should fall. These intrepid men ran hair-breadth escapes, balancing themselves on precipice brink or perpendicular ledge, carrying on their backs both blankets and flour,

enduring untold hardships, buoyed up only by the gleam of possible gold, that will-o'-the-wisp whose glamour once it touches the heart of a man spoils him for conservative work and till death comes leaves him never.

These determined ones pass through miseries indescribable, creeping long distances oftentimes on hands and knees through undergrowth and tangled thickets, wading waist deep in bogs and clambering over and under fallen trees. Every day added to their exhaustion; and, worn out with privations and suffering, the knots of adventurers became smaller and smaller, some dying, some lagging behind to rest, and others turning back in despair—it was truly a survival of the fittest, and here as elsewhere hopeful pluck brought its reward. At length the river did fall, and the arrival of the yellow dust in Victoria infused new hope among the disconsolate. In proportion to the number of hands engaged on the placers, the gold yield of the first six months, notwithstanding the awful drawbacks of the deadly trails, was much larger than it had been in the same period in either California or Australia.

The production of gold in California during the first six months of mining in 1849 was a quarter of a million. All the gold brought to Melbourne in 1851 amounted to a million and a half. From June to October, 1858, there was sent out of British Columbia by steamer or sailing vessel \$543,000 of gold. But in this sum is not included the dust accumulated and kept in the country by miners nor that brought in by the Hudson's Bay Company or carried away personally without passing through banks or express office. It is a conservative estimate to declare that these last items would so augment the \$543,000 as to bring it up to at least \$705,000 for the first four months. Yet this wonderful wealth was taken almost entirely from the bed of a few rivers, bank diggings being entirely unworked. A very small portion of the Lower Fraser, the Bonaparte and the Thompson, was the exclusive sphere of operations, the Upper Fraser and the creeks fed by the north spurs of the Rockies remained an unknown country.

The comparative figures of the gold yield were encouraging to those who

thought, but much of the get-rich-quick element became disgruntled and returned to San Francisco, and the country was well rid of amateur miners, romantic speculators who built castles in the air and did neither toil nor spin, a spongy growth on the body politic. The stringent English way in which law was administered had no attractions for these gentry who fain would have re-enacted on British soil those scenes of riot and bloodshed which stained California during the first years of its mad gold rush.

HOW PLACERS ARE WORKED.

To work placers one must have access to water, wood and quicksilver. In California mines water was very scarce, in New Zealand the early miners were hampered by the lack of wood for structural purposes, British Columbia had wood and water galore. Arrived in the auriferous region, the miner must first locate a scene of operations, this pursuit is called "prospecting." Armed with a pan and some quicksilver the prospector proceeds to test his bar or bench. Bars are accumulations of detritus upon the ancient channel of some river; they constitute often the present banks of the river; benches are the gold-bearing banks when rising in the form of terraces. Filling his pan with earth the miner dips it gently in the stream and by a rotary motion precipitates the black sand with pebbles to the bottom, the lighter earth being allowed to escape over the edge of the pan. The pan is then placed by a fire to dry, and the lighter particles of sand are blown away, leaving the fine gold at the bottom. If the gold be exceedingly fine it must be amalgamated with quicksilver. Estimating the value of the gold produced by one pan, the prospector readily calculates whether it will pay him to take up a claim there. In this rough method of testing, the superior specific gravity of gold over every other metal except platinum is the basis of operations—the gold will always wash to the bottom.

Next to the individual "pan" comes as a primitive contrivance for gold washing, the "rocker." This is constructed like a child's cradle with rockers

beneath, and is four feet long, two feet wide, and one and one-half feet deep, the top and one end being open, a perforated sheet iron bottom allows the larger pebbles to pass through, and riffles or cleets arranged like the slats of a Venetian blind and charged with quicksilver arrest the gold. The rocker takes two men to work, one pours in the earth and the sluicing water, the other rocks.

On a still larger scale is sluicing, which is really the same principle exactly as the pan and the rocker adapted to a powerful series of flumes or wooden aqueducts, down which some mountain torrent is deflected, the gold-bearing earth being shoveled in from the sides. By means of an immense hose called a "giant," whole mountain sides of rich sand are broken down and subsequently treated.

Quartz mining ultimately becomes the permanent method of extracting gold after the alluvial placers have been worked out. In these early days of gold mining in British Columbia, the quartz industry was not even in its infancy, requiring as it does money, machinery and concerted action to crush the imbedded gold from out the encircling quartz. Placer mining is poor man's mining, and has a charm, a glamour of expectancy which yields to no elaborately planned out campaign of imported machinery, consolidated companies and the selling of shares. The free prospector, singly or in partnership, works off his own bat, makes his own discoveries and locations and hugs to his soul each night the delirious hope of millions on the morrow. Gold fever is a disease that the doctors cannot cure, and if its fiery stream courses through a man's blood for two or three successive years, no conservative position in the world with a certain salary fixed and limited will have power to hold him.

EARLY PLACERS OF BRITISH COLUMBIA.

The Fort Hope Diggings first attracted the miners of the gold rush of 1858, the best paying bars being the Victoria Bar, French Bar and Marinulle.

The official returns of this region give a minimum average of between \$5 and \$10 per man per day here. Two miners realized \$1,350 in six weeks.

The Yale Diggings embraced the river banks between Hope and Yale and for some distance beyond Yale again. Hill's, Emery's, and Boston Bars being the most noted diggings. The enormous rush of miners reaching first the Hope, Yale and the Lower Fraser, although by no means exhausting these grounds, did take the cream of the big gettings from these deposits, and now the cry for richer and more distant grounds went up.

In California was gold not more plentiful near the *source* of the streams and are not the rivers of British Columbia greater than those of California? Further back towards the frozen ocean the fortune hunters will go. And so the peaceful settlers on Vancouver Island, on the Cowlitz, and from the valley of the Columbia, leave ox and plow and stading, the bond servants of the monopoly break their contracts and throw off their allegiance, the saw-mills of the Sound are silent, and the northern trek begins again. By sea and by land the Argonauts pour in, from Oregon they come and from California, from Canada and Europe, from Australia and these isles of the sea, and the world sees enacted the third great devil dance of the nations.

DOUGLAS, THE KING OF ROADS.

Douglas was a diplomat, he looked ahead and he knew how to manage men. When the first benches on the Fraser were worked out, and the miners would fain push on and break new ground, it became imperative that a more practical and less hazardous route to the front must be opened up. The Indians knew of a way from Lillooet, through the Harrison Lake and River and over the Douglas portages. In Victoria 500 miners had their faces turned towards the new diggings. Douglas would try the virtues of co-operation. His proposition to the miners was this: Each man as an evidence of good faith would deposit \$25 in the hands of the Hudson's Bay Company, and sign an agreement to work upon the trail until it was completed; the Hudson's

Bay Company in return agreed to carry the miners to the point of commencement on the Harrison River, feed them all the time they worked, and give them back their \$25 at the expiry of the contract. The length of proposed trail (including water way) was seventy miles. The scheme worked well, it was an object lesson in economics, the miners were well pleased with their bargain, and the Hudson's Bay Company found itself in possession of a money making toll-road. Miles were money in those days; beans that could be bought in Victoria for a cent and a half a pound were worth five cents at Port Douglas where the trail began, and at the end of the communistic highway had increased to the value of a dollar and half a pound.

DEATH OF THE MONOPOLY.

Every monopoly dies in time, and even the Hudson's Bay Company, with its giant agrarian clutch, must pass under the law. On August 2nd, 1858, the Imperial Parliament passed an Act to provide for the Government of British Columbia, the new name given to that Pacific Province of the Mother Land, stretching from the forty-ninth parallel north to the Naas and the Finlay, and including the territory from the crest of the Rockies westward to the sea, with the Islands of Queen Charlotte and adjacent isles. With the expiration of the company's exclusive license to trade with the Mainland Indians, the Imperial Government re-purchased the company's rights to Vancouver Island for the sum of £57,500. In the year 1863, the Hudson's Bay Company stations in British Columbia were reduced to thirteen, Forts Simpson, Langley, Hope, Yale, Thompson River, Alexandria, George, St. James, McLeod, Connelly Lake, Fraser Lake, Sheppard, and Babine.

CARIBOO.

In 1860 the Cariboo rush began. The Cariboo country may be roughly described as lying between the headwaters of the Fraser and the Thompson in latitude fifty-two degrees to fifty-four degrees north. The chief river of

the region was the Quesnel, well known to the old Hudson's Bay Company traders, and the old Fort Alexandria lay but 40 miles distant. Previous to 1860 the Fraser mining had been almost exclusively by rocker and sluice, and with the more or less satisfactory scratching of the surface operations had ceased, but in the new Cariboo country shafts and drifts and pumping machines are to penetrate the mysteries of deep placers. The 1,500 miners of Cariboo shipped to Victoria before the end of next year (1861), two million of dollars in coarse nuggets, and the name Cariboo became as well known throughout the world as either Sacramento or Ballarat.

Each creek had a history of its own, Quesnel Forks being the first to develop into a permanent camp and early assuming the dignity of a small town. Here a party of five with two rockers took out in one week a hundred ounces of gold. On the south branch of the Quesnel below the outlet of Quesnel Lake mining operations persisted until the year 1872, at which time a gang of Chinamen were still making ten dollars a day to the man.

In Cedar Creek exceptionally rich diggings developed, here the Aurora claim with sluices, flumes and working plant costing \$8,000, yielded in the year 1866, \$20,000, and in August of the next year it was paying one hundred ounces a week. On the right branch tributaries of the Quesnel was the famous Keithley Creek, at whose mouth in 1861, grew up the town of Keithley. On this creek in this year five men in a single day laid bare \$1,200 in good sized nuggets, and their daily outget for a time was sixteen ounces of gold per man. In the autumn several companies turned out a hundred dollars a day to the man; the diggings continued on Keithley Creek until 1875, the conservative Chinese continuing for a decade afterwards to scrape these auriferous sands. In 1864 Cunningham Creek "made good"; here a party of four white men unearthed an old river channel and one day took out \$460 apiece.

The Antler Creek roused the interest of two continents. The London "*Times*" declared the bed of Antler Creek to be, like the heavenly streets,

paved with gold; rockers yielded easily fifty ounces in an hour or two, a shovel-ful sometimes realized \$50, and good sized nuggets could be picked out by hand. The inevitable stampede followed, and by June, 1860, houses, saloons, and sawmills were in evidence. Individuals at Antler made as high as \$1,000 a day, much of the ground yielding \$1,000 to the square foot, the creek easily produced a gross output of \$10,000 a day for the entire summer.

Grouse Creek evolved the famed Heron claim which had a wonderful history. An original outlay of \$150,000 put this claim in running order. It immediately yielded \$300,000, and on the assumption that it was then worked out, the locators sold it for \$4,000. The newcomers cut an outlet 18 inches deeper than the previous one, with the result that for the whole of that season eighty ounces a week were produced. The Heron Claim remained quiescent until the year 1866, when in conjunction with the Discovery and other claims a yield of \$15,000 to \$20,000 per share was realized.

Then Williams Creek looms large on the horizon. In 1865, Barkerville, on Williams Creek, became the distributing point for the whole Cariboo country, the aggregate output of which in seven years reached the total of no less than twenty-five millions of dollars. The gold here was found on a deposit of blue clay, the figures of individual earnings being astounding. The Steele party picked out of the clay 796 ounces in two days, their aggregate for two months being \$105,000, while prospects of \$600 to the pan are authenticated.

The year 1862 eclipsed the year 1861, and 1863 was better than 1862, and from 1863 to 1867 the deep ground diggings of this Creek were the main producer of all Cariboo.

Cariboo is a sea of mountains and pine covered hills, rising to the height of 8,000 feet above the sea level. Everywhere are evidences of volcanic eruption, strata are uptilted and the beds of old streams are heaved to the hill tops. Round this center of wealth the main artery of the Fraser wraps its semi-circular course and to the main stream the gold-bearing branches

pour their tribute. Lightning, Antler, Keithley and Williams Creeks take their rise in the Bald Mountains, radiating directly from a peak in this range known as the Snow-Shoe Mountain. In this mountain is supposed to lie the matrix of the Cariboo gold supply. The great drawbacks which confront the miner are the denseness of the encircling forests, the rugged formation of every foot of the land and the consequent arduous and expensive nature of all transportation work. Added to this is the shortness of the season for work, the severe winter precluding all operations between the months of October and June.

The extraordinary yield of the Cariboo mines appears in the facts that in 1861 the whole of Vancouver Island and British Columbia were supported by the gold gotten from Antler Creek alone, and for four years Williams Creek supported a population of 16,000, many of whom left the country with large fortunes. And yet Williams Creek is only a narrow gully worked for less than two miles of its length in the roughest manner, the mining being practically a scratching of the surface unaided by costly machinery and destitute of steam or electric power.

CHAPTER VII.

A POLITICAL OUTLINE.

There are two sides to political history, an outside and inside. The one is contained in the records of speeches, in newspaper discussion, and in official archives. There are many blanks in the knowledge thus acquired. The other side is seen by personal contact with the principal actors in the political arena, by having access to the charmed circles behind the scenes. We also get glimpses of the inside in private diaries and journals, in letters not intended for publication, in autobiographies, in club gossip, in the heart-to-heart talks in the sanctum sanctorum of the home or office. These are invaluable in completing the true picture of the times we wish to paint for the public gaze. They destroy many illusions, they explain many mysteries, they illuminate many manuscripts. British Columbia is not exceptional in having its secret pages of history, known only to those who were the principal actors, or those who had the entrée to their confidences. To write a chapter on political events, which shall truly mirror them, requires the personal and familiar knowledge of the man who was contemporary with them, was an eye-witness, and mingled in the strife. There are few such men in the province qualified to discourse on them. Most of the generation who took part in the early scenes of political activity are dead. Of those who are still living by far the greater number have long since retired, and without being chroniclers of the daily routine, are not available for accurate reminiscences. The one man who has been continuously active, as journalist and participator in public life, from the outset—that is, since 1859—is Mr. D. W. Higgins, ex-editor of the *Colonist*, ex-M. P. P., and ex-Speaker of the Legislative Assembly. After passing through the California gold excitement and founding the San Fran-

cisco Call, he came to British Columbia, attracted by the rush, and in 1860 started the *Victoria Chronicle*, subsequently amalgamated with the pioneer paper, the *Colonist*, with which he was identified as proprietor and editor for many years subsequently. Having had an intimate knowledge of affairs, such as a journalist and parliamentarian can obtain, and possessing an almost unfailing memory of details, he was asked to contribute a chapter outlining the course of politics during his long experience in the province, which he kindly consented to do. What follows is from his pen, and while to some extent it may be representative of his point of view for which he is responsible, may be accepted as a reliable summary of events within a lengthened and memorable period still within the memory of a lifetime. While the facts correspond in the main with the printed record there are many sidelights which give to the narrative peculiar interest and value.

That the reader may intelligently grasp the political conditions of the British Pacific while under Hudson's Bay Company rule and before the territories of Vancouver Island and New Caledonia were formed into Crown Colonies, with one governor and separate civil lists, a brief history of the situation as it existed prior to the entry of the Colonies into the Canadian Confederation, and for some years subsequently, becomes necessary.

Although Vancouver Island and New Caledonia (now British Columbia) were ruled by Sir James Douglas, the Company's chief factor, the American element largely predominated; but there was a fair sprinkling of British subjects from all parts of our great empire, including many from the Canadas and the Maritime Provinces. The men from the Colonies, having left a constitutional form of government behind them, chafed and fretted under the form of government that they found here, and those who settled in and about Victoria almost at once began an agitation for a representative government. In the fall of 1858, when the miners had returned from their claims on the

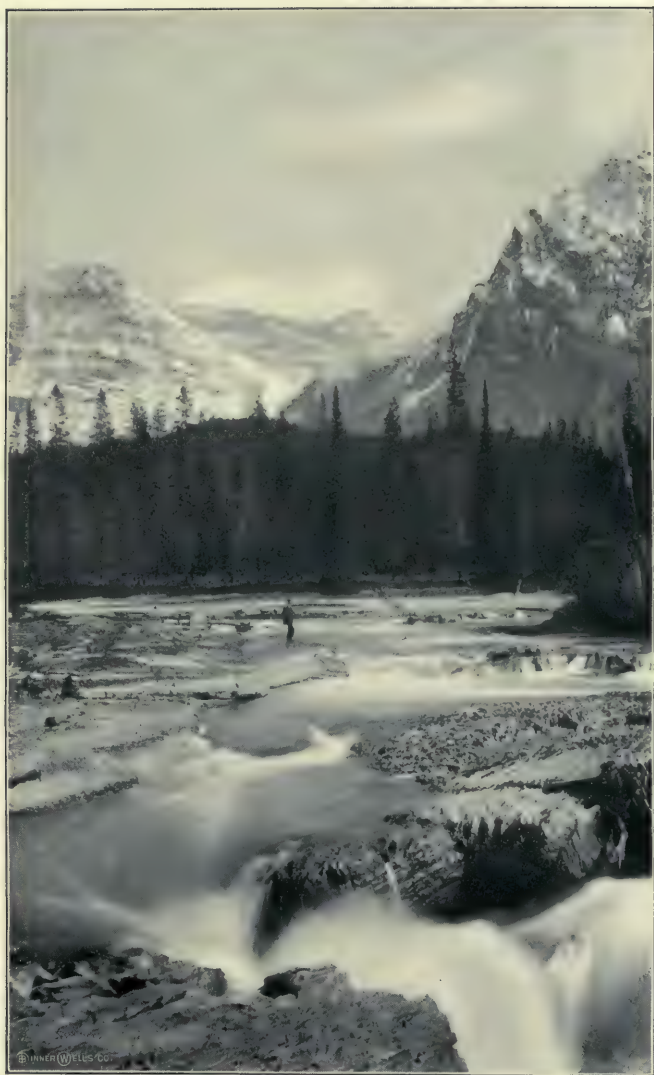
mainland, to pass the inclement months at Victoria, the agitation for reform began to take definite shape. Many of the colonial men had mixed in politics in their homes. Some were good talkers and could make speeches from the platform that stirred the people, and it was not long before the government was denounced on all sides as a despotism, a family compact, an oligarchy, etc., etc.

OPPOSITION TO HUDSON'S BAY COMPANY RULE.

The Pacific Colonies at that time occupied an anomalous position politically as well as commercially. Victoria was the centre of government, of finance and trade. It was the place where the immigrant landed from the ship that conveyed him to these shores. It was there that he outfitted for the Mainland mines, and it was the place where he bade adieu to civilization and plunged into the trackless wilds of New Caledonia in search of hidden treasure. There was a staff of officials for each colony, but both staffs resided at Victoria. Governor Douglas held the reins, presided at both council boards, and curbed with a strong hand any attempt to curtail his powers as the irresponsible head of two irresponsible executives. There was a semblance of representative government, but it was a mere mockery. A few popular members were returned to what may be properly designated a "mock" parliament, but the official members of the legislative assembly, who were all nominees of the governor, were largely in the majority and were ever ready, under instructions from the ruling hand, to vote down any measure that proposed to confer constitutional rights upon the people. The manner in which the popular members were returned was unique. It would have been amusing if it had not possessed an intensely dramatic side, in that it was devised with the object of stifling the voice of the people, and for years that object was successfully attained. No elector could vote unless he had a property qualification of £10 and had been registered as a voter for a certain time before the election. Upon one occasion, in 1859, at the vil-

lage of Nanaimo, which had not then come to the front as a coal-producing centre and contained a few score of inhabitants, mostly Hudson Bay Company's traders, only one man was found to possess the two necessary qualifications—property and registration. The voting was open. The sheriff mounted a packing case and opened the poll, with all the solemnity of a returning officer presiding over a great English or Canadian constituency, by reading the Governor's proclamation that informed the true and loyal voter (s) of Nanaimo that a vacancy had occurred in their (his) representation and that it became their (his) duty to fill the said vacancy by returning a loyal Briton to represent them (him) in the legislative assembly. Whereupon, a certain Captain Stuart, the solitary voter, nominated Charles A. Bayley, a Victoria hotel-keeper. A bystander who was not a voter seconded the nomination. The poll was then declared open. Captain Stuart cast his vote for his man at 4 o'clock, and there being no other voters or candidates, the sheriff declared Charles A. Bayley duly elected a member of the Legislative Assembly. The proceedings in other districts were equally farcical, the only difference being that instead of one voter the number ranged from half-a-dozen to twenty. Some of the electors by virtue of owning land had votes in every district.

At that time the undoubted leader of the Colonials, who had gathered at Victoria, was Amor de Cosmos. He was an energetic and able worker, and being fearless and having had some political experience in Nova Scotia, he was admirably fitted for the position. He started the *British Colonist* and bombarded the governor and his friends with liberal literature of the fiercest kind thrice each week. In his writings Mr. De Cosmos was assisted by a contributor who wrote over the signature of "Monitor," but whose name was Charles Bedford Young. Mr. Young was a bitter and sarcastic writer. Many of his articles were libellous, and, looking back now over the many years that have elapsed since that warfare was waged, one is surprised when he is told that Young and De Cosmos never found themselves on the



RAPIDS, KICKING HORSE RIVER.

wrong side of the lock-up. On one occasion the government did essay to "muzzle the press" by ordering De Cosmos to discontinue the publication of his paper until he should furnish bonds to the sum of £1,000, as required at that time in Great Britain from all publishers. De Cosmos suspended publication, the people espoused his cause, the bonds were furnished with a rush and the publication was resumed. On another occasion, in 1860, the publisher was brought before the legislative assembly for libelling the Speaker. He was arrested by the clerk of the assembly—a mite of a man named Captain Doggett—and an apology was demanded. The apology was offered and accepted and the prisoner released.

In 1859 George Hunter Cary, a barrister who had been appointed attorney-general of the two colonies, arrived from England. Mr. Cary was a very able man, but he was short-tempered and irascible. In his bursts of passion he was known to denounce the (then) Chief Justice Cameron as a "—— old fool," cast his wig and gown on the floor and rush from the courthouse, remaining away until he had been coaxed to go back by his client and resume his toggery and argument; but he was never asked to apologize. Now it happened that Mr. De Cosmos was as short-tempered as the attorney-general, and it was not long before these two men clashed. It was over an election for Victoria City. De Cosmos was nominated by the opposition and Selim Franklin by the government. De Cosmos' return seemed certain, but on the eve of the election, acting on the advice of Cary, a large number of American negroes, who had been driven from their homes by their white countrymen, were placed on the roll of voters and Franklin was returned. Petition after petition was filed, but the legislature refused to unseat Franklin, and he held on to the end. The next important question that agitated the Victoria public was the Victoria water supply, just as at the present day, nearly half a century later, a similar agitation has been launched. At the time of which I write, Victoria was supplied with water by carts that went from door to door. The water was obtained from Spring Ridge, where a

spring had been utilized for many years by the Hudson's Bay Company and its tenants. In this spring Cary thought he saw a chance to turn a few honest dollars. So he purchased the lots on which the spring stood from the company and fenced in the water. The car men, the following day, were informed that unless they paid a tax of a shilling a barrel no more water would be supplied them. Popular indignation was at once aroused. The papers denounced the sale of the people's water supply as an unpardonable sin. Public meetings were called. At these Cary was hooted from the platform and the populace passed strong resolutions. In the midst of the excitement a New Brunswicker cut down the fence and the car men filled their barrels unmolested. The attorney general received back his money, and the sale was cancelled, but from the day when he secured the right to the spring Cary's popularity and influence declined. He was the constant object of attack and the mere mention of his name called forth the most vituperative expressions. He built the late Cary Castle, lost all his money and returned to England in 1867, where he died in a madhouse. The agitation for constitutional government continued unabated. In 1863 the franchise was extended and Mr. De Cosmos was returned with several supporters; but what could six popular members effect in a legislature of fifteen?

In March, 1860, Governor Douglas, attired in vice-regal uniform and accompanied by a brilliant staff of naval and military officers, convened the second Legislative Assembly of Vancouver Island in the public buildings at James Bay. There had been a Legislative Assembly in 1856, which was presided over by Hon. Dr. Helmcken, and the members were nearly all Hudson's Bay Company's employes. There was very little ceremony observed and as there were no newspapers at the time the doings of the body were never made public. At the opening in 1860 Dr. Helmcken was elected Speaker, and the speech was read by the clerk, the Governor, his staff, the Speaker, and the audience standing during the ceremony. The speech promised a great many things that were never carried out and which were probably only inserted to

quiet the public mind, which by this time had become very pronounced and often threatening in favor of responsible government. This House only lived through two sessions, but during its existence a strange thing happened. One of the popular members who sat for Esquimalt was George Tomline Gordon. In 1861 he was made colonial treasurer, and the government conceived the brilliant idea of causing him to resign and stand for re-election, although there was no constitutional provision that required him to take that step. In fact, there was no constitution. De Cosmos was put up to oppose Gordon. The vote, five minutes before the poll closed, stood ten and ten. De Cosmos' real name was William Alexander Smith, but in California, by an act of the legislature, he was permitted to assume the name of Amor de Cosmos. On the occasion of the Esquimalt election he stood as William Alexander Smith, commonly known as Amor de Cosmos, and his friends so voted for him. The last man made a grievous error. He forgot the long formula and voted for "Amor de Cosmos," and his vote was so recorded. The polls being closed, the sheriff announced a tie between Gordon and Smith, and one vote for Amor de Cosmos. He then voted for Gordon, whom he declared elected. Above the Legislative Assembly there sat the governor with his executive council, who promptly stifled every measure of a popular nature which the government nominees in the lower house might permit to pass. The sittings of the assembly were open and reporters took and published notes of the proceedings. So a government member, who did not wish to incur public opprobrium by opposing a popular measure in the open, voted for it. The measure then went before the executive council and was quietly strangled there, no reporters being present.

INDEPENDENT COLONIAL GOVERNMENT.

About this time the Hudson's Bay Company surrendered the unsold public lands which they held under a patent from the Crown and the Imperial Government. Lord Lytton, being Colonial Secretary, proclaimed the colonies of

Vancouver Island and British Columbia. Governor Douglas was made Governor of both and New Westminster was declared the capital of British Columbia. Colonel Moody, an officer of the Royal Engineers, was made Lieutenant Governor, with a residence at New Westminster, and the staff of the Mainland Government, which had resided all these years at Victoria, removed to New Westminster, and took up their quarters at Sapperton, a short distance from the new capital, where a handsome Government House was afterwards built. It must be remembered that while Vancouver Island had "enjoyed" the shadow of a representative form of government the Mainland had not even had the shadow. It was governed directly from Victoria, where the officials resided, until Lord Lytton's accession to the Colonial Office. John Robson, a writer of great force and an able orator, had meanwhile established the Columbian newspaper and fired a weekly broadside at the one-man government.

In 1864 the Home Government awoke to a sense of the anomalous condition of public affairs in the Pacific colonies, and appointed Colonel Kennedy Governor of Vancouver Island, and Mr. Frederick Seymour Governor of British Columbia, with separate civil lists. The new governors arrived early in 1864 and both caused elections to be held in their respective colonies. The official element predominated in the legislatures and the sessions were marked by acrimonious debates and the passage of many undesirable measures. The civil list salaries were enormous. Governor Kennedy was voted \$15,000.00 per annum, and Cary Castle, destroyed by fire in 1898, was provided for him as a gubernatorial residence. Governor Seymour was voted \$20,000.00 per annum and a \$50,000.00 residence was built for him. A feeling of intense rivalry sprang up between the two provinces. This was emphasized in 1866 by the passage of a series of resolutions through the Island, Legislature asking the Imperial Government to unite the two colonies under one governor with one civil list. Victoria, from its early settlement about 30 years before, had been a free port, no duties being levied upon imported

goods. The revenue for the support of the Government was derived from direct taxation, which caused the burden to fall heavily upon property-owners and business men. Mr. De Cosmos succeeded in passing a resolution calling upon the government to impose a scale of customs duties, which the government, being pinched for means, promptly did. The Imperial Government approved of the scheme for uniting the colonies. They abolished the colony of Vancouver Island and organized the Pacific possessions into one colony under the name of British Columbia, with New Westminster as the capital. The Islanders were furious at the loss of their political identity and the seat of government, and a movement was begun in favor of Victoria being made the capital of the united colonies. Governor Seymour vigorously opposed the proposition to remove the capital to Victoria. He did not like the Islanders and the Islanders did not like him. But they wanted the capital even if Mr. Seymour should come with it. In 1877 the Imperial Government proclaimed Victoria as the capital, and New Westminster submitted with very bad grace to the inevitable. The costly and pretty Government House, heartbroken by the change that had come over its fortunes, rapidly fell into a state of decay and delapidation, and the place where it once stood is now scarcely recognizable.

THE CONFEDERATION MOVEMENT.

The erection of the Maritime Provinces and the Canadas into a Confederation took place on July 1, 1867. British Columbians were not slow in organizing a party that favored the admission of the colony into the confederation, if by so doing they could secure responsible government. Mr. De Cosmos went to Ottawa in 1867 and Mr. Higgins went there in 1868 to urge upon the Federal Government the importance of admitting British Columbia into the union, and so put an end to a feeling that existed at Victoria in favor of annexing the colonies to the United States, and which was becoming uncontrollable.

In 1869 Governor Seymour summoned a Legislative Council, a majority

of which were officials. Mr. De Cosmos, during the first session of the council, had for his lieutenant Thomas Basil Humphreys, a bold, aggressive man, with a voice like a clarion and a flow of language that seemed never ending. Mr. J. W. Trutch (after Sir Joseph), chief commissioner of lands and works at the time, was leader of the Legislative Council, and an attempt made by the popular members to pass resolutions favoring confederation was voted down by the official members. The people were enraged and a public meeting was convened at the theatre, which was densely crowded. At that meeting "Tom" Humphreys delivered a violent speech, in which he attacked "Joe" Trutch as a traitor, a boodler, a self-seeker and an all-round, undesirable citizen. The Government members were incensed at Humphreys' language and his attack on Mr. Trutch. When, upon the following day, Humphreys appeared at the House, he was confronted with the scandalous remarks as reported in the press, and asked if the report was correct. He replied: "It is certainly correct." A resolution was then moved calling upon him to apologize to Mr. Trutch and the Council for his words. He refused to apologize to Mr. Trutch, and delivered a bitter speech, in which he declined to retract one word. An amendment was then offered to the resolution that provided for his expulsion, and he was expelled by an almost unanimous vote. He left the Council chamber and was received by an immense throng on Government street and loudly cheered, and at night he was serenaded, when he made a characteristic speech in which he repeated word for word his attack upon the chief commissioner. On the next night a mass meeting was held at the theatre, where he again attacked Mr. Trutch and hurled defiance at his "persecutors." Resolutions condemnatory of the action of the Council were carried unanimously and Humphreys was presented with a valuable gold watch, duly inscribed, together with the freedom of the city, and a chain as a mark of public approval. A writ was issued to fill the vacancy caused by Mr. Humphreys' expulsion. He was triumphantly re-elected for

Lillooet, and took his seat at the Council board, where he remained unmolested, but did not again attack the chief commissioner.

But if in 1870 the official members of the Legislative Council were opposed to confederation and passed resolutions declaring that the time had not arrived for entering the union, a rapid change of front took place during the recess. In the summer of 1870 Governor Seymour, who had been known to be strongly opposed to confederation, was taken seriously ill. He was never a strong man, and his constitution had been undermined by the climate of Honduras, where he filled the position of Governor before being sent to the Pacific colony. He was advised to take a sea voyage and embarked in Her Majesty's ship Sparrowhawk for a cruise along the Northwest coast. He failed rapidly and at Bella Coola he passed away. The body was brought back to Esquimalt and buried in the naval cemetery, where it reposes beneath a handsome monument erected by his widow.

Sir Anthony Musgrave, Governor of Newfoundland, was appointed to succeed the late Governor. He arrived here in the fall of 1870, and it was understood that he had received instructions to favor a policy that would insure the admission of British Columbia into the Canadian Confederation upon just and equitable terms. The Legislative Council was dissolved and elections were held throughout the colony. The popular members were all or nearly all in favor of joining the confederation. When the Council met Mr. Trutch introduced a series of resolutions asking for the admission of British Columbia into the Canadian Confederation. The terms were discussed with more or less heat. Some of the speeches were eloquent. The popular members taunted the official members with having received assurances that they would be pensioned or billeted on some other unfortunate colony for the balance of their lives.

Mr. De Cosmos introduced a resolution which demanded as one of the terms that responsible government should be guaranteed the new province. The resolution was voted down by the officials, aided by two or three popular

members. It was held that the system of government should not form part of the terms, but must be left for the action of the electorate after the confederation. The elected members contended that if this opportunity for a change of the system was lost, years might elapse before another opportunity would present itself for securing a popular form of government. The Government carried their point, and the responsible government resolution was **negatived**.

ARRANGING THE TERMS.

The greatest stumbling block to the immediate passage of the union resolutions lay in the question of overland communication. Scarcely anyone believed that Canada, then in her swaddling clothes, having been born, nationally, only three years before, would guarantee a railway. The most enthusiastic advocates of the confederation of this colony with the young nation at the east scarcely dared hope for railway construction within a generation, and a demand for a wagon road with steamboat connection on the water stretches of the Middle West known as the Great Lakes, was all that most men expected. The newspapers, as in duty bound, maintained a constant fire on the Legislative Council, declaring that nothing short of a railway would lure British Columbia into the Confederation. But the Councillors, after several days of labor, delivered themselves of a clause that adopted the wagon road suggested and with that modest demand the section went through.

Another important matter that evoked much discussion was the question of tariff. At the union of the colonies of Vancouver Island and British Columbia the free port of Victoria was abolished and for it was substituted the tariff in force on the Mainland previous to the union. This tariff averaged about 12½ per cent, there being a long list of goods that were admitted duty free. Canadian goods were treated as foreign goods and were taxed accordingly. The British Columbia tariff was not intended to afford protection. It was for revenue only. The customs duty in force in Canada at that time

averaged scarcely 15 per cent, a rate which the early legislator deemed ample for all purposes. Now, notwithstanding the abolition of the free port, three years before, there remained a good many people who believed that with that abolition the sun had begun to set on Victoria's commercial interests. They argued that the policy of the Crown Colony Government had been to make Victoria the storehouse of the Pacific, where goods of every description might be accumulated in vast quantities, and from which the stocks of merchants along the whole coast might be replenished as occasion required. Impressed with this idea, several importing firms had erected fireproof warehouses on the water front, and the wharves that still stand in the inner harbor were placed there for the accommodation of heavy stocks of merchandise of various descriptions. The owners of these warehouses and wharves and the heavy importers were most energetic in their endeavors to have the free port restored. Failing in that, they pressed for a clause that would permit British Columbia to retain her 12½ per cent tariff until after the completion of an overland railway. This last proposition was finally agreed to, subject to any action which the Legislative Assembly of the new province, to be created by proclamation after the final adoption of the terms, might take. It is almost needless to say that at its first session the Legislative Assembly passed resolutions in favor of the adoption of the Canadian tariff, and we have since lived and prospered under it in spite of the fact that the scale of duties in force in 1871 has been more than doubled in pursuance of the protection policy of Sir John Macdonald, which policy has been emphasized and confirmed by their successors.

Another matter which occupied the earnest attention of the Legislative Council was the financial basis on which the colony should enter the Confederacy. It was finally agreed that an annual subsidy of \$35,000 and an annual grant equal to 80 cents per head of a population of 60,000, to be augmented in proportion to the increase of population at each subsequent decennial census until the population reached 400,000, at which rate such grant should there-

after remain, should be paid the province. It was further stipulated that the Dominion Government should assume the colony's debt (about \$2,000,000), guarantee the interest for ten years from the date of the completion of the works at the rate of 5 per cent per annum on such sum not exceeding £100,000 sterling as might be required for the construction of a first-class graving dock at Esquimalt. The Dominion was further required to provide for the salaries of the Lieutenant-Governor, judges, customs officers, postal and telegraph employes, fisheries and militia, and to maintain lighthouses, buoys and beacons, quarantine hospitals, geological surveys and the penitentiary. The Dominion was also asked to provide for pensions for the retiring Crown Colony officers, and British Columbia was declared to be entitled to six commoners and three senators in the Parliament at Ottawa.

The terms having been finally passed by the Legislative Council and approved by Governor Musgrave in council, it now became necessary to appoint three delegates to bear the precious document to Ottawa and present it in person to the Governor-General in council. Hon. Mr. Trutch, Hon. Dr. Carrall and Hon. Dr. Helmcken were selected as the delegates. Dr. Helmcken declined and the Hon. John Robson was suggested in his stead. Indeed, his appointment was on the eve of being gazetted, when Mr. Robson's enemies urged Dr. Helmcken to go. The opposition to Mr. Robson was based on the facts that he was an advocate of responsible government and that he and Mr. Trutch were not on good terms. The doctor finally relented and the delegation as originally planned left for the east.

At that time little was known of the vast Pacific empire, with its boundless resources of forest, mineral and fossil wealth, its inexhaustible fisheries and its genial and health-giving climate. Although possessed of every resource which, upon development, would prove to the world that British Columbia, with its 380,000 square miles of territory, was the richest and most favored section of British North America, the country was but sparsely settled. The delegates, upon their arrival at Ottawa, were regarded almost as

visitors from one of the heavenly planets, who, having ventured too near the edge of their world, had missed their footing and, falling into space, had landed at the federal capital. The delegates had the most cordial reception. Sir John Macdonald was the Prime Minister and Lord Lisgar was the Viceroy. But Sir John was very ill and when the delegates arrived it was feared that his end was in sight. Sir George Cartier was acting premier. He submitted the terms to the Executive Council, and while they were being considered the delegates were wined and dined by nearly every one of note. Lord Lisgar remarked that he was much impressed with the ability of the delegates in pressing their claims and their earnestness of purpose. The matters embraced in the document were of so momentous a character that several weeks elapsed before a final decision was reached. The Dominion Government, a year or so before, had purchased from the Hudson's Bay Company its rights in the Northwest Territory, and were firmly committed to a policy of expansion by the construction of a railway to and through that country of wonderful agricultural possibilities. The terms, as I have said, when they left Victoria, asked only for a wagon-road, and the acting Premier, when he informed the House that the ministry had decided to alter the terms as submitted by British Columbia, and had guaranteed to construct an unbroken line of railway to the tidewaters of British Columbia in ten years, startled the Commoners and the whole country. The Liberals, led by Alexander Mackenzie and Hon. Edward Blake, bitterly opposed the railway as being beyond the financial capabilities of the country to build within the specified time. It was during the debate on the terms that Mr. Blake characterized British Columbia as a "sea of mountains," and declared over and over again that a railway built through that "sea" would never pay operating expenses. The excitement caused by the introduction of the railway clause was intense throughout Canada. Public meetings were held at all large centres and denunciatory resolutions passed. But in spite of the most strenuous opposition from all quarters, Sir George Cartier stood firm, and after weeks of de-

bate the resolutions were finally passed. When they were about to be read for a third time, it is recorded that Sir George Cartier rallied his supporters by the shout, "All aboard for the West!" The summons acted like a bugle call on the nerves of his followers and the resolutions went through with a rush.

The terms were amended in another important particular. When the delegates left Victoria for Ottawa they were accompanied by a quiet but observant gentleman who was instructed to inform the Government that unless the clause which withheld responsible government was eliminated from the terms, British Columbia would not consent to enter the Confederation. He was instructed to tell them that if the agreement should be placed before the people without a guarantee of this nature, it would be rejected. The gentleman performed his duties effectually. He enjoyed a personal acquaintance with two or three of the Maritime Province Ministers, and so impressed them and their colleagues that they consented to alter the terms in that respect and give the people full political power.

AFTER CONFEDERATION AND THE RAILWAY.

The ratification of the terms in their amended form by the Legislative Council was an easy task, and on the 21st day of July, 1871, British Columbia entered the Confederation. Mr. Trutch, who had been in the meanwhile knighted, and who was now Sir Joseph, was appointed Lieutenant-Governor, and he shortly called upon the Hon. Mr. McCreight, a leading barrister, to form a Ministry. Mr. McCreight, who had not distinguished himself in politics and who was not a supporter of responsible government, accepted the task and assumed the portfolio of Attorney-General. He called to his assistance Mr. A. Rocke Robertson, as Provincial Secretary, Hon. Geo. A. Walkem as Chief Commissioner of Lands and Works, and Hon. Henry Holbrook as President of the Council. It is worthy of remark that Messrs. McCreight, Robertson and Walkem were afterwards made justices of the Supreme Court.

Proclamations were issued defining the districts and calling upon the electors to register as voters. The suffrage was universal and voting was to be open. Proclamations for the elections followed and for the first time in its history British Columbia enjoyed the blessings of a government that was responsible to the people instead of to the Crown. The elections resulted in the return of a "mixed" house of 25 members. All the ministers were returned; but there being no party lines or any well defined political issues, and no acknowledged leaders, the first was a sort of happy-go-lucky session, in which the fledgling statesmen merely tried their wings, and got ready to soar at the next session. The Government was bitterly attacked by Mr. De Cosmos and Mr. Thomas Humphreys. Mr. Robson was also a member of the new house, but he was not in accord with De Cosmos and Humphreys, although he, too, was classed with the opposition. The session of 1872 closed with Mr. McCreight and Mr. Robertson thoroughly disgusted with politics and politicians. One of the most important measures passed provided for the adoption of the Canadian tariff. Another measure adopted the ballot and a third denied the franchise to Chinamen and Indians.

At the opening of the next session, in the fall of 1872, the Government met a hostile house. Several members who had supported the Ministry throughout the previous session appeared in opposition, and the Ministers had not won over a single opponent during the recess. After a few days' sharp struggle the Premier informed the House that he could no longer consent to occupy his seat on sufferance, and that he had placed his resignation in the hands of the Lieutenant-Governor. Sir Joseph was deeply pained at the ignominious failure of the Ministry in whom he had placed his entire confidence and the personnel of which he highly approved. He accepted the situation with ill-concealed chagrin, and called on Mr. De Cosmos to form a government. That gentleman took in Mr. Walkem as Attorney-General, Mr. Robert Beaven as Chief Commissioner, Dr. Ash as Provincial Secretary, and Mr. W. J. Armstrong as Minister of Finance.

To the surprise of all and the indignation of not a few, Mr. Humphreys, who had stood loyally by Mr. De Cosmos for several years and fought his battles and those of the opposition in and out of season, was omitted from the list of Ministers. Mr. Robson, who had fought in the opposition ranks, also found his claims ignored. Both gentlemen went into opposition with Mr. Smithe and two or three others, but the new Ministry developed great strength, and in a house of 25 their opponents numbered only 7.

While the House was in session at Victoria, events which were destined to have an important bearing on the Pacific Province, and, indeed, on the whole Dominion, were transpiring at Ottawa. The Macdonald Ministry, in consequence of developments that history has recorded as the Pacific scandal, resigned, and Lord Dufferin, who had succeeded Lord Lisgar in 1872, called upon Hon. Alexander Mackenzie, leader of the Liberals, to form a government. The new Premier experienced no difficulty in completing his cabinet, and as soon as arrangements could be perfected he asked his Excellency for a dissolution. The request was almost unprecedented, the House being only in its second session, but Mr. Mackenzie declared that the House was "tainted" and a dissolution was granted on the 2nd January, 1874. The Liberals swept the country, returning with an enormous majority.

Among the first of the acts of the new Government at Ottawa was an endeavor to obtain a relaxation of the terms of union with British Columbia, so far as they related to the time-limit for the commencement and completion of the railway. The Macdonald Government had agreed to begin railway construction within two years after the entrance of British Columbia into Confederation. Three years had elapsed and not a tap had been struck, beyond exploratory surveys throughout the Province. Mr. Mackenzie proposed to substitute for an all-rail construction the water stretches that lie between the Northwest and Eastern Canada. Now, it so happened that Mr. De Cosmos, the new Premier of British Columbia, was a member of the House of Commons, as well as a member of the Provincial Legislature. It

was borne in mind that when the terms were before the Legislative Council he had only argued for overland communication by wagon road. He was suspected of an ambition to enter the Mackenzie cabinet; and there were not wanting some who were ready to accuse him of an intention to so alter the terms as to adopt, instead of an all-rail connection, the water-stretch policy of Mackenzie. Before the session at Victoria was well begun Mr. De Cosmos left his post in the local House and sailed for Ottawa to take up his duties there, leaving his provincial seat vacant. He had always been in favor of the retention of the British Columbia tariff, and when he left for Ottawa a resolution for the adoption of the Canadian tariff was pending at Victoria. The advocates of a low tariff were in an angry mood at what they termed their betrayal. The Premier's opponents made the most of their opportunity and the Canadian tariff passed the House. Mr. De Cosmos was denounced on all sides for being absent when he should have been present at the critical moment of tariff changes. An agitation for the abolishment of dual representation, aimed directly at Mr. De Cosmos, was started, and a bill was passed to that effect, so that at the following election Mr. De Cosmos, who preferred retaining his Ottawa seat, was not eligible to hold a seat in the local House, and dropped out of local politics forever.

The proposition of the Canadian Government to relax the all-rail clause and substitute a system of connection by water stretches created alarm throughout the Pacific Province. Public meetings were everywhere held, bitter speeches were made, and resolutions denouncing the new policy were almost unanimously passed. At a meeting convened in the Philharmonic hall at Victoria on the 28th of January, 1874, it was announced that the Legislature was at that moment holding an evening session for the purpose of rushing through an alteration of the railway term in response to the demand of the Mackenzie Government. Resolutions of an almost revolutionary character were carried without a dissenting voice. It was resolved to present the resolutions then and there. A crowd of at least two thousand persons

rushed across James Bay bridge, which trembled beneath the tread of so many feet, and swarmed into the Legislative hall, which they rapidly filled, leaping over the bar and occupying the space devoted to honorable members, packing the galleries, and hooting, yelling and cursing as they entered. Dr. Trimble, who was Speaker, called for order. The noise was deafening and the Speaker's voice could not be heard three feet from the throne. He was hooted and fists were shaken at him. Then he left the chair, thus suspending the sitting. The members of the Ministry hurried from the hall, the lights were put out and the crowd retired; but not until the resolutions had been placed in the Speaker's hands. The motion to present the resolutions at the bar was injudicious, unparliamentary and dangerous. Bloodshed might have resulted. As it was, pistols were drawn and clubs flourished, but no one was injured. For a few days it was thought that the capital would be removed to some town on the Mainland, where the legislators might legislate in quiet and security. The next day an unimportant resolution, which did not materially affect the terms of union, was passed by the House and the incident closed. To illustrate the fickleness of public opinion it is only necessary to mention that Mr. De Cosmos a few days later stood for re-election to the Commons in the constituency which on the night of the riot declared itself ready to hang him, and was successful.

Mr. Walkem, who succeeded Mr. De Cosmos as Premier, later in the year bore a petition to the Queen, asking Her Majesty's Government to enforce the railway clause in the agreement with Canada, the Imperial Government having been a party to the agreement. From that petition sprang the Carnarvon terms, which provided, among minor things, for the building of a line of railway from Victoria to Nanaimo in satisfaction of past defaults. When the Carnarvon terms were laid before the House of Commons Mr. Edward Blake opposed them, and Mr. Mackenzie, alarmed at the defection of his principal adherent, did not press them. This action, or inaction, on the part of the Federal Government again excited the province to a fighting

pitch. More meetings were held, and more petitions were sent to Ottawa and England. An emissary of the Canadian Government came to Victoria, but he submitted terms which were not acceptable to the Government or the people.

LORD DUFFERIN'S VISIT.

The summer of 1876 was a memorable one. Lord Dufferin, the Viceroy of Canada, with Lady Dufferin and a numerous suite, arrived at Esquimalt in a warship. They reached the province via San Francisco, there being no railway north of that port at the time. His Excellency landed at Esquimalt, where he was received with a royal salute and a deputation of citizens and escorted to Government House. Along the line many triumphal arches had been erected. They bore various patriotic and welcoming devices, but on one of them appeared the inscription, in bold letters, "Carnarvon Terms or Separation." This arch spanned Fort street at its intersection with Broad. Lord Dufferin, who had been previously apprised of the existence of the arch, suggested that if the "S" in "Separation" were changed to an "R," making it read "Reparation," he would pass beneath it. If it remained unaltered he would be driven through another thoroughfare. The committee refused to give way, and when the vice-regal carriage reached Fort street it left the procession and was driven along Broughton to Douglas and thence back to Fort street, thus avoiding the arch altogether. The offensive arch remained standing for several days, as a mark of defiance and disaffection, and in the meanwhile the Governor-General remained at Cary Castle arranging for a stroke which was intended to quiet the turbulent popular feeling and put an end to the threats of secession from the Canadian Union. Provincial elections had been held in 1875 and the Walkem Government had gone down. Mr. A. C. Elliott, a barrister, and lately police magistrate, was called on to form a government. Hon. A. N. Richards had succeeded Sir Joseph Trutch as Lieutenant-Governor a few days before Lord Dufferin arrived and the Elliott Government was in power. It was a very

trying period for the new Governor and his Premier, with disaffection at home and ill-faith at Ottawa to contend with. There was another burning question which agitated the constituency. Ever since the province had joined the Dominion a fierce fight had been waged between the residents of the lower Mainland and those of Vancouver Island for the adoption of a line for the railway which would benefit their respective localities. The Mainlanders insisted that the proper route was along the Fraser valley, with its terminus at Burrard Inlet. The Islanders were equally insistent upon the adoption of a line by Bute Inlet, which would make Esquimalt the terminus. Railway engineers had surveyed both routes, and it was known that Marcus Smith, the chief engineer, had reported that the best route was through the Rocky Mountains via Yellowhead Pass, thence to Bute Inlet (where he proposed to establish a ferry and ultimately to build a bridge), with the terminus at Esquimalt. When Lord Dufferin left Ottawa for Victoria it was semi-officially announced in the papers that he was the bearer of a proclamation that would decide the contest for the route in favor of Bute Inlet and Esquimalt. This dispatch, according to Lieutenant Governor Trutch, was sent from Government House to the Provincial Secretary's office by an official messenger and was handed, so the messenger reported, to the Provincial Secretary. From that day to this the dispatch has not been seen. It never reached the public eye. Who destroyed it if it was destroyed, who secreted it if it was secreted, who lost it if it was lost, will never be known. The parties are all dead. Lord Dufferin always denied all knowledge of its fate, although it was admitted that His Excellency handed the dispatch to the Lieutenant Governor. The Lieutenant Governor said he personally delivered it to the messenger. The Provincial Secretary and the Premier were equally emphatic in asserting that it never came into their hands. Nine years ago Sir Joseph Trutch told the writer that the proclamation adopting the Bute Inlet route was carefully read by him and that he gave it to the messenger himself. He added that its disappearance was as

profound a mystery to him as it was to Lord Dufferin. The Fraser River route a year or two later was adopted by the promulgation of another proclamation, and with the removal of four cargoes of steel rails that had been landed at Esquimalt and Nanaimo with the view to railway construction on the island from Esquimalt to Seymour Narrows the battle of the routes came to an end.

It was said at the time that Lord Dufferin was deeply incensed at the conduct of the populace when he refused to pass under what he termed the "disloyal arch." He was jeered and hooted, and an effort was made to turn his horses' heads up Fort Street; but the sober second thought of the people came to them before it became necessary for the safety and dignity of the vice-regal party that they should alight and, declining to accept further courtesies, leave Victoria without carrying out the object of their visit, which was a heart-to-heart talk with the people, when the whole subject of railway construction would be reviewed, and the inaction of the Federal authorities in failing to carry out the railway clauses of the agreement, viz., to begin construction within two years from the date of the entry of the province into the Dominion, and the positive refusal of Mr. Mackenzie to accept the Carnarvon terms after the Colonial Secretary had made the award as an arbitrator between the Dominion and British Columbia, were to be explained and condoned. It was argued with much force that the province had voluntarily accepted the higher Canadian tariff, believing that in surrendering its own tariff, which it was entitled to retain until the completion of the promised overland railway, it was contributing more than its quota to the Dominion Government. The local opposition paper, the *Standard*, was violent in its opposition to the Ottawa Government, and while it did not openly approve of the demonstration that occurred at the separation arch, it did not disavow it or express regret at the untoward occurrence and the insult that was offered to Lord Dufferin. The *Colonist*, organ of the Elliott Government, mildly rebuked the offenders and argued

that the period was a critical one for the interests of the Island, and particularly for those of Victoria, which had everything to gain by pursuing a moderate course at a time when the selection of a route for the railway hung in the balance. A resort to violence and insult might prove most disastrous.

Shortly after the Governor-General's arrival at Victoria, a large popular deputation waited upon His Excellency at Government House and presented him with an address in which the grievances of the province were set forth in temperate, yet forcible words. The Governor-General received the deputation cordially and after hearing the address read, informed the deputation that he would consider its clauses and give an answer at an early date. The vice-regal party visited the Mainland and penetrated the Interior as far as the limited steam and stage methods of transportation permitted. They were everywhere received with demonstrations of affection and loyalty. The addresses presented were devoid of the slightest allusion to the unhappy differences that existed between the province and the Dominion; but they pressed for the early beginning of railway construction in words so well chosen as to elicit praise from His Excellency. No disloyal arches were erected and the party returned to Victoria highly pleased with the results of their visit to the Mainland. The Victoria deputation was invited to Government House some days later. They were received in the billiard room. His Excellency, who wore the insignia of his order, was supported by his military staff. Lady Dufferin, a charming and beautiful woman, stood by his side and remained there during the interview, which lasted about two hours. His Excellency considered the address clause by clause, delivering the most eloquent and effective address it had ever been the good fortune of the writer to hear. His speech occupied nearly two hours, his hearers listening with rapt attention to the glowing words that fell from his lips. He reviewed the whole situation, and while admitting that the province had been disappointed in one detail of the terms, claimed that

every other obligation had been faithfully kept. He attributed the delay in carrying out the railway obligation to the financial condition of the country and the insufficiency of the surveys, instead of, as had been charged, to a deliberate intention on the part of the Dominion to break faith. When he considered the part of the address which pressed the right of the province to separate from the Dominion, he plainly told them that the desire for a dissolution did not extend to the Mainland, where the sentiment was one of unbroken loyalty to the Dominion. He pointed out that if the Islanders' demand to secede was admitted they would go out alone. The Mainland would not accompany them. The Imperial Government would not consent to the annexation of Vancouver Island to the United States, and the Island would stand in a position of isolation subject to all the political disadvantages of a Crown Colony form of government, from which it had just escaped by joining Canada. He then drew a picture of Vancouver Island weighed down by debt and in a forlorn condition, with the commerce of the empire passing its doors, while the Mainland, which would be connected with the east with a transcontinental railway, prosperous and contented, strode on to greatness and power, regarding her ill-advised sister with a feeling akin to pity. His Excellency concluded a long oration with an eloquent peroration in which he referred to "this glorious province" and its prospects in enthusiastic and prophetic language.

Lord Dufferin bowed to his audience as a signal that the interview was at an end, and the deputation withdrew in silence and buried in serious thought. Canada's case had been presented as it had never before been presented, and the deputation was impressed for the first time with the belief that while British Columbia undoubtedly had a grievance Canada had a just claim upon the sympathy and consideration of the province for the failure to begin railway construction within the time-limit fixed by the terms of union.

After the departure of Lord Dufferin for home the talk of secession grew fainter. His words had set the leaders of the separationists thinking

and they had at last concluded that separation would be prejudicial to the Island's interests, so they confined their agitation within constitutional limits, and while they continued to press for the Carnarvon terms their language was moderate and gave no offense at Ottawa.

STRENUOUS POLITICS.

Mr. Elliott's government, which had gained office after the election of 1875, held on during two stormy sessions. They were vigorously opposed by Mr. Walkem and Mr. Humphreys, his first lieutenant. Mr. Elliott was asserted by his admirers to be an able man; but he was fond of his ease and his books and was no match in debate for his alert and active opponents. He simply could not turn his thoughts to politics. They were distasteful to him. Most of the time since his arrival in the colonies in 1859 had been devoted to discharging his duties as magistrate—first at Yale, then at Lilloet, and afterwards at Victoria. As a magistrate, he was a marked success. As a politician and as leader of the House he was a conspicuous failure, and no one was better aware of that fact than himself. His opponents held him up to ridicule in the House and to the country. He was denounced as a traitor to the province, was told that his government had sold the colony to Mackenzie and that in consequence of his supineness and treachery the child yet unborn would not live to see the first rail of a transcontinental line laid in British Columbia. The session of 1878 was worse for the Government's interests than any that preceded it. In the previous sessions, Mr. Elliott had had an unbroken majority of four. In the session of 1878, one of his supporters fell off and his majority was reduced to two. From the date of that vote, which showed that the solid ranks of the Government were broken, the opposition rode roughshod over the ministry. They disputed the passage of every public measure, opposed the most trivial motions when moved by a supporter of the government, and, in reality, "ran the House." Matters went from bad to worse. The country was suffering for

legislation. Road work was suspended, salaries were unpaid and the treasury was at a low ebb. A vigorous, militant man at the head of the ministry could have saved it with a majority of two; but Mr. Elliott was neither one nor the other. Mr. Walkem, with only the casting vote of the speaker, had held office in 1875, in spite of all the opposition could do to dislodge him. It is true, upon dissolution he was defeated, but he succumbed to the demand of the country, not to that of an evenly divided legislature.

At last Mr. Elliott surrendered. A conference was arranged between him and the leader of the opposition. The latter demanded, did not ask, that the House should be dissolved on the opposition's terms. He offered to permit certain money votes and a little necessary legislation to pass. When that had been done there must be a dissolution and an appeal to the electorate. The premier consented to the humiliating proposition, and an appeal to the country resulted in the overthrow of the ministry. Their candidates were mostly defeated. At Victoria, the premier and all his supporters were beaten by decisive majorities. The other towns, and many of the country districts, were equally pronounced in condemnation of the ministry and when in September following the House was called together by the new premier, Mr. Walkem, a mere handful of opponents, under the guidance of Mr. Smithe, confronted him. Mr. Walkem had the wisdom to take Mr. Humphreys into his cabinet and, strange to relate, that gentleman sat through four sessions and scarcely uttered a word, nor did he introduce a single measure. From a hard hitting, forcible debater he became silent as an oyster and sat at his desk twirling his thumbs, or lounged through the lobby smoking Havanas. The year 1878 is remarkable for the fact that during it two sessions of the Legislature were held. The new House eagerly voted the supplies and some needed legislation, and was prorogued after passing an address to the Home Government calling attention to the continued failure of the Dominion Government to carry out the terms of union.

The year 1878 also witnessed the return of the Liberal-Conservative

party to power at Ottawa, with Sir John Macdonald as Premier. Lord Dufferin's term had expired and he had been succeeded by the Marquis of Lorne, now Duke of Argyle, whose wife is the Princess Louise, daughter of our late Queen. One of the first official acts of the new Governor-General was to acquaint himself with the nature of the grievances of the people of British Columbia, and to set about devising a remedy. He found Sir John Macdonald disposed to lend a willing ear to the complaints of the Columbians, but the Premier was hampered by some of his colleagues, who feared to bring down a measure providing for the payment of a large sum of money to secure the fulfillment of the Carnarvon agreement. The petition of the Walkem Government had been duly received at Ottawa; where it was pigeon-holed by the Secretary of State. It reposed in its hiding place for more than a year when, no answer or acknowledgment from the Imperial Government having been received, an enquiry was set on foot and the precious document was brought to light. Another petition was sent to the Governor-General and was duly acknowledged. In the meanwhile the Fraser River route was proclaimed as the chosen route for the railway, and in the spring of 1880 railway construction was commenced on the Mainland. The work was vigorously prosecuted on the Pacific end; while the C. P. R. pushed ahead on the other end. The heavy expenditure consequent upon railway construction in the province pleased British Columbians generally, but a large and influential party was still dissatisfied and pointed out that while the Mainland had secured a railway the Island was still denied the section of road promised by the Carnarvon terms. It is true that in 1876 Marcus Smith had driven stakes near the naval hospital at Esquimalt. These stakes he named the "terminal stakes of the transcontinental railway," which was to have its terminal point there after traversing Yellowhead Pass and the Bute Inlet country, but nothing further was done, although the people of Victoria and Esquimalt were greatly elated by the stake-driving, which

seemed to be the beginning of the realization of their hopes. The stakes remained where Smith drove them for many years and finally rotted away.

LORD LORNE AND THE SETTLEMENT ACT.

In 1882 it was announced that the Governor-General and his royal consort would visit the Province. Great preparations were made to receive the distinguished visitors, who arrived by the cruiser *Comus* and landed at Esquimalt. They were received with royal salutes and beneath triumphal arches were presented with addresses that breathed the loftiest spirit of loyalty and regard on the part of the inhabitants. They were escorted to Victoria by a number of gentlemen outriders and a large cavalcade of mounted citizens, preceded by bands of music. Prominent among the instruments were the Scottish bagpipes played upon by a Scotchman from the estate of the Duke of Argyle. Government House had been prepared for the reception of the august pair and their suite. The Marquis and the Princess remained in the province for nearly three months. They were feted at every place where they visited. All classes vied in paying their respects to the Queen's daughter and her distinguished husband. Balls, dinners and at homes and riding and driving parties were of frequent occurrence and all classes were charmed by the simple and unaffected manner of the visitors and the cordial and unconventional way in which every one who approached them was received and entertained. The Princess in conversation always referred to the Queen as "My Mother," and to the Marquis as "My Husband."

His Excellency before leaving Ottawa had informed himself as to the unhappy relations of the province with the Dominion and although railway construction on the Mainland had begun under favorable auspices the Car-narvon Terms had not been carried out, and the popular discontent on the Island, though deep, was not loud as on the previous occasion. During the six years that had elapsed since the visit of Lord Dufferin, Hon. Mr. Rich-

ards had retired from Government House and had been succeeded by Senator Cornwall as Lieutenant Governor. To the local government, of which Hon. Mr. Beaven was Premier, Mr. Walkem having been elevated to the Supreme Court Bench, the Marquis of Lorne expressed a desire to mediate and, if possible, restore the pleasant relations that existed between the federal and provincial governments during the first few years after the entrance of the Province into the Confederation. The presence of a Conservative Government at Ottawa was believed to be a happy augury for the success of the peace negotiations, which were immediately opened. The local government was found to be well disposed towards an arrangement that would end the warfare, and the Ottawa Government expressed a similar disposition. The Marquis of Lorne had met the Hon. Robt. Dunsmuir, then member of the local house for Nanaimo, and was greatly impressed with his earnestness and ability. Mr. Dunsmuir, besides, was a man of great wealth, and possessed a progressive nature. He had discovered and developed the Wellington coal mines and was an ardent advocate of the Carnarvon Terms. Preliminaries having been arranged, the Governor-General addressed himself to Mr. Dunsmuir as the one man in the province who might be willing to take the contract for building the line to Nanaimo. Mr. Dunsmuir recognized the stupendous character of the undertaking. In his earlier interviews with the Marquis, he absolutely refused to have anything to do with the contract. He had made his fortune, he said, after many years of toil and hardship, and why should he imperil it by entering upon an enterprise which presented many obstacles to success? The Marquis persisted, however, and at last, Mr. Dunsmuir consented to undertake the task, but only upon terms that would be acceptable to Messrs. Crocker and Huntington, of the Central Pacific syndicate of capitalists. Those gentlemen consented to take half interest in the scheme on conditions that have since been denounced as onerous and unparalleled in the history of any country, though similar terms had been rejected by other capitalists in the United States

and Great Britain. The principal features of the concession were: Free gift of nearly two millions of acres of land on the Island, extending from the Straits of Fuca to Crown Mountain in the Comox district. This land was to be free from taxation forever or until alienated by the Company. The syndicate also asked for a cash subsidy of \$750,000 to be paid upon the completion of the line, which would be some eighty miles in length. The land grant carried with it all minerals, fossils and substances of whatsoever nature in, on, or under the land. It was contended at the time that the grant carried with it the precious as well as the base metals. This point was subsequently submitted to the Privy Council, by whom it was decided that the deed that conveyed the land not having mentioned the precious metals they had not passed with the land. An old decision of Lord Bacon's was quoted by the Privy Council to show that the royal metals (gold and silver) should have been particularized, and that the words "all minerals and substances of whatever nature" did not include the royal metals. Is it not strange that nearly a quarter of a century after the agreement was made with the syndicate a controversy has arisen over the water rights contained in the belt, and that the Privy Council may again be appealed to before a satisfactory settlement can be reached?

The Marquis of Lorne and the Princess remained in the Province until December, 1882, a period of about three months. They were delighted with the climate, the people, the resources and the scenery. The Princess passed much time in sketching the grand views that can be seen from Government House and vicinity, while the Marquis visited the Interior and afterwards took a spin on the Government steamer along the coasts of the Island and the Mainland. The visitors opened agricultural fairs at Victoria, New Westminster, and Kamloops and were prominent at several private functions. They held a reception in the Parliament Buildings and gave many dinner parties, winding up a season of gaiety with a ball at Government House. It is worthy of remark that during the stay of the Marquis and the

Princess there was neither wind nor rain. Regular Queen's weather set in with their coming and continued until after their departure, a happy augury of a peaceful outcome of negotiations with both governments.

Upon returning to Ottawa the Marquis laid before the Government a draft of the treaty of peace which he had provisionally arranged at Victoria. His Excellency found the Ottawa Government anxious for a settlement, and willing to do all in their power to close the breach; but they could not see how the cash gift of \$750,000 could be explained to the satisfaction of their followers. The Smithe Government had in the meanwhile come into power at Victoria, and after long negotiations an arrangement was made which it was believed could be carried through both Parliaments. It was agreed that in consideration of a gift of \$750,000 the Province should cede to the Dominion Government two million acres of land on the Island, and in addition convey three million five hundred thousand acres in rectangular blocks in the Peace River country in the northeast corner of the Province and adjacent to the Northwest territory. The tract was valued then at 22 cents per acre, the Dominion Government, in return for these concessions, to secure the construction of the Island railway, and with Imperial assistance to complete the dry-dock at Esquimalt. This dry-dock, it must be stated, had been commenced as a provincial undertaking in 1874, but work had been suspended for want of funds. The late Sir Alexander Campbell, the Minister of Justice of the Dominion cabinet, came to Victoria and had many interviews with Mr. Smithe and his colleagues. The Settlement Act was framed at last on the basis above stated. At their succeeding sessions the respective parliaments ratified the agreements and both railway and dry-dock were completed in due course.

It would be interesting to know at what figure the Dominion Government now would hold the three million five hundred thousand acres of land that were conveyed to them under the Settlement Act and which in 1884 were deemed to be of so little importance that 22 cents an acre were consid-

ered an extreme value. The opposition at Ottawa, when discussing the Act, declared that the lands were perfectly valueless, being part of the "sea of mountains" which Mr. Blake had eloquently but incorrectly named in his speech, when arguing against the admission of British Columbia on the original terms. In the British Columbia Legislature, the opposition protested against the grant on the ground that they were of immense prospective value. If the land is arable its present value to-day is \$5 per acre, or \$17,500,000 for the whole tract, a sum sufficient to pay the debt of the Province and leave a handsome surplus for public improvements.

The Settlement Act having been finally passed by the Ottawa and Victoria Parliaments both governments proceeded to carry out its provisions in good faith. The island railway was built by Mr. Dunsmuir and his associates within the time set for its completion. The contract for the completion of the Esquimalt dry-dock was awarded in 1885 to Larkin & Connolly, and the work was finished in 1888, in a very satisfactory manner, the Imperial Government sharing the cost of the construction with the Dominion Government in consideration of Her Majesty's ships being docked free of charge. The building of these works inspired the people of the island with confidence in the future of the capital city. Population poured in, business advanced, and real estate increased in value, and numerous buildings of an important character were undertaken. The period from 1886 to 1892 was one of unexampled prosperity for the inhabitants in and about Victoria, and generally on Vancouver Island and throughout the province. In 1889 a land boom set in, and lasted for about three years. Property continued to rise, and many sales were effected that gratified buyers and sellers. Business of the ports as indicated by the customs house was doubled and every branch of industry showed a vast improvement over previous years. The outlook was favorable everywhere, and the construction of a system of electric tramways through the streets of Vancouver and Victoria, with connecting lines to the naval station at Esquimalt and New Westminster contributed largely

to the general prosperity and added to the value of realty, increasing public confidence in the stability and permanency of the towns and cities.

ADVENT OF THE C. P. R.

In 1886 the C. P. R. reached Port Moody and a considerable town sprang up at that place which proved, however, to be only a temporary terminus. In July, 1886, the townsite of Vancouver was swept as clean as the back of a man's hand by a fierce fire which totally destroyed nearly every building there. In two hours the flourishing young town was reduced to a pile of hot ashes and glowing embers. But the pluck of the people was undaunted. Fire might destroy their town, but it could not burn out their faith in its destiny. Before the ruins had cooled—at daylight next morning, in fact—two new buildings were in course of erection, and before nightfall lots for the accommodation of half a dozen other buildings were being cleared of ruins. So the work of reconstruction went on, till in the course of a few weeks there was scarcely a scar caused by the late conflagration visible.

In the local legislature during the session of 1887 the provincial government introduced a bill to authorize the subsidizing of the C. P. R. with 6,000 acres of crown lands in consideration of their extending their line to Vancouver and making that city the final terminus of the road. The proposition was vigorously combated. It was argued that the company in its own interests must bring the road to Vancouver without a subsidy. The contest was long and bitter, but the Government triumphed with the modest majority of three, and the bill was passed. The acres conveyed to the company by the bill are now estimated to be worth several millions of dollars. Besides the government concession the railway company demanded and received one-third of the land owned by the syndicate of Victorians who had bought much of the townsite at bottom prices and were holding the lots for an enormous advance on cost price in anticipation of railway extension. The company

lost no time in earning their subsidies and in May, 1887, the scream of a locomotive whistle announced the arrival of the first through train from Montreal. The rejoicing of the Vancouverians was great, and the popular demonstrations at the Terminal city were such as befitted the great occasion. But while Vancouver rejoiced the people of Port Moody mourned in sackcloth and ashes over the destruction of their hopes and the certain decay of their little town, which had just begun to grow, when it was decided to carry the line eleven miles further down the inlet.

LATER POLITICS.

The political changes since the passing of the Settlement Act have been many. Mr. Smithe held office from 1883 to 1887, when he died, just after carrying the country at the general elections. A. E. B. Davie succeeded him as Premier, and he died two years and three months later. John Robson came after A. E. B. Davie as Premier, in 1889, and he died in London, England, in 1892. Theodore Davie was the next Premier. In March, 1895, he resigned, having been appointed Chief Justice of British Columbia in place of Sir Matthew Baillie Beghie, who had died a short time before. During the administration of Hon. Theodore Davie, and while Hon. Edgar Dewdney was Lieutenant Governor the magnificent buildings at James Bay were begun, and during the administration of Hon. Mr. Turner, who succeeded Mr. Davie as Premier, the beautiful pile was completed and opened with great pomp and ceremony by Lieutenant Governor McInnes. Mr. Davie did not long enjoy his judicial honors, for he died in 1898 after an illness of a few months' duration.

In the fall of 1898 a remarkable political event startled the province and the Dominion. Lieutenant Governor McInnes dismissed the Turner Government while the result of the general elections was still in doubt, and while two seats remained to be heard from. Then he called on the former Premier, Mr. Beaven, to form a government; but after a week of industrious effort,

that gentleman announced his inability to form a cabinet, and Mr. C. A. Semlin, leader of the opposition in the previous house, was asked to try his hand at cabinet making. Mr. Semlin succeeded in forming a government, and the house met the following winter, with Mr. Joseph Martin holding the portfolio of Attorney General. In July, 1899, Mr. Martin resigned from the cabinet at the request of the Premier, and the next session he went into opposition. The Semlin government was defeated by a majority of one in the session of 1900, and the Governor just before prorogation requested Mr. Martin to form a ministry. Mr. Martin consented, although he had no following in the House. When the Lieutenant Governor entered the chamber to prorogue it, every member with the exception of Mr. Martin rose and left the hall and the speech from the throne was read to empty benches, Mr. Martin alone remaining. The scene was unequalled in a British legislature. It was an extreme measure, but it was deemed necessary to mark popular disapprobation of the course of the Lieutenant Governor in calling upon a gentleman with not one political friend in the House. After prorogation Mr. Martin formed a government of five, only one of whom had had any political experience and that in another province. An appeal to the country followed a few months later, and Mr. Martin was hopelessly defeated. Mr. James Dunsmuir was then requested to form a government. He succeeded in getting a ministry together and with a large majority of the elected members, signed a round robin addressed to the Governor General asking him to remove Mr. McInnes from office in consequence of his unconstitutional act in calling upon Mr. Martin to form a government. The Lieutenant Governor was dismissed from office on the 21st of June, 1900. He was succeeded by Sir Henri Joly de Lotbinière. After the session of 1902, Mr. Dunsmuir resigned and the Lieutenant Governor called upon Col. Prior, who, meanwhile, had resigned from the Dominion House of Commons, to form a government, Col. Prior having been elected to fill a vacancy in the Victoria city representation caused by the retirement of Mr. Turner.

He succeeded in forming a ministry, but after a turbulent session he was dismissed from office by the Lieutenant Governor. Hon. R. McBride was next asked to form a government. By this time party lines had been decided upon for the first time in provincial politics. Mr. McBride formed a Conservative Government, and was returned to the house with a working majority. He and his ministers are still in power.

CHAPTER VIII.

ORGANIZATION OF THE MAINLAND.

The history of the Mainland of British Columbia began with the discovery of gold in 1857. Prior to that it was part of the Indian Territory of British North America, an area of uncertain metes and bounds over which the Hudson's Bay Company had exclusive trading rights, which had been exercised by that corporation in what is now the province of British Columbia since the year 1821, the date of the union of the rival fur companies. Shortly after this the company surrendered the grant of 1821 to the Imperial Crown, and obtained a new crown grant on the 30th of May, 1838, of the exclusive trade with the Indians of all those parts of North America to the northward of the lands and territories belonging to the United States of America, not forming part of any British provinces or of any lands or territories belonging to the United States or to any European government or power, but subject to certain provisions. These provisions referred to the protection of the Indians—the regulation of the liquor traffic and the moral and religious improvement of the natives, to certain regulations as to trade monopoly by the company, to the right of the Crown to the establishment of colonies or provinces, or the annexation of any part of the territory to existing provinces or colonies, or for the erection of any form of civil government that the Crown might deem necessary or desirable; and also the power of the Crown to revoke the whole or any part of the Hudson's Bay Company grant within the territory designated.

In accordance with the rights under the charter in question the company had established forts or trading posts at a number of points in the interior and on the coast of the mainland. Among these were: Alexandria

and Chilcotin in 1821, Babine in 1822, Langley in 1827, (old) Fort Simpson in 1831, Simpson in 1834, Dease in 1838, Stickine about the same time, Hope in 1847 and Yale in 1848. Kamloops and a number of other posts had been established prior to that by the Northwest Company, which were acquired by the Hudson's Bay Company by the terms of the union in 1821. Through all this vast territory the Company had exercised practical and undisputed sovereignty, and established a wonderful system of communication, whereby the product of the chase in furs obtained by purchase from the Indians were conveyed to the company's depots for final export to London by ships, and the necessary supplies for trading purposes and the use of the servants of the company were returned. With the discovery of gold and the subsequent rush of the miners from all parts of the world the sovereignty of the Hudson's Bay Company came suddenly to an end, and the crown exercised its power to revoke the charter of rights to the company, and to establish colonies, and erect civil government throughout their extent. In 1849, the Crown had erected Vancouver Island into a colony, with provision for at least a semblance of government, although the grant of the island to the company had been made on conditions of colonization. It was an empire within an empire, so to speak. That anomalous relation came to an end, ten years later, as the result of an investigation before a select committee of the Imperial House of Commons. The separate colony of British Columbia came into existence on the 19th of November, 1858, with James Douglas, afterwards Sir James, as governor. In the interim, that is, between the time of the rush of miners up the Fraser and the formation of the colony, he had governed the country by proclamation, without authority, it is true, as he had no jurisdiction beyond the Island of Vancouver, but it was not a time to cavil about nice distinctions; and the Colonial Secretary, while cognizant of the irregularity of the proceedings, approved the action he had taken to preserve order and establish a temporary form of government.

GOVERNOR DOUGLAS'S INSTRUCTIONS.

Lord Lytton, acting for the Imperial Government, lost no time in instructing Douglas as to the course he should pursue, and the wisdom of his suggestions will be recognized today almost as fully as at the time when they were penned. They bear all the ear marks of enlightened statesmanship for which His Lordship was distinguished, and were a constitution for the new colony in embryo, and a charter of liberties for the new commonwealth on the Pacific Coast, the extremest outpost of the British Empire. A few extracts from these dispatches will best convey an understanding of the spirit in which they were framed, and which wisely actuated the British authorities at the time, so different from the policy which had emanated from Downing Street on many previous occasions when dealing with colonies in British America. Writing on the 16th of July to Governor Douglas, Lord Lytton advised him of the steps that were being taken to organize a colony and establish civil government. Among the instructions to Douglas were the following:

“ It is proposed to appoint a governor with a salary of at least £1,000 per annum, to be paid for the present out of a parliamentary vote. And it is the desire of Her Majesty's Government to appoint you at once to that office, on the usual terms of a governor's appointment, namely, for six years at least, your administration of that office continuing to merit the approval of Her Majesty's Government; this government to be held, for the present, in conjunction with your separate commission as governor of Vancouver Island. With regard to the latter, I am not at this moment able to specify the terms as to the salary on which it may ultimately be held, but your interests would, of course, not be overlooked.

“ The legal connection of the Hudson's Bay Company with Vancouver Island will shortly be severed by the resumption by the crown of the grant of the soil. And their legal rights on the continent opposite terminate in

May next, at all events by the expiry of her license, if Her Majesty should not be advised to terminate it sooner on the establishment of the new colony.

"It is absolutely necessary, in their view, that the administration of the government, both of Vancouver Island and of the mainland opposite, should be entrusted to an officer or officers entirely unconnected with the company. I wish, therefore, for your distinct statement, as early as you can afford it, whether you are willing, on receiving the appointment which is thus offered to you, to give up, within as short a time as may be practicable, all connection which you may have with that company, either as its servant, or a shareholder, or in any other capacity.

"I make this proposal without discussing at present the nature and extent of your actual connections with that company, but with the acquiescence of the governor of the company, who has seen this dispatch. In the meantime, and awaiting your answer, it is my present intention (liable only to be altered by what may transpire in future advices from yourself) to issue a commission to you as governor; but you will fully understand that unless you are prepared to assure me that all connection between yourself and the company is terminated, or in course of speedy termination, you will be relieved by the appointment of a successor.

"I make this proposal briefly and without unnecessary preface, being fully assured that you will understand, on the one hand, that Her Majesty's Government are very anxious to secure your services, if practicable; but on the other that it is quite impossible that you should continue to serve at once the Crown and the company, when their respective rights and interests may possibly diverge, and when, at all events, public opinion will not allow of such a connection."

"As it is a matter of considerable importance, both to Her Majesty's Government and yourself, that there should be a perfect understanding as to the terms on which, if you should so decide, you would assume office un-

der Imperial authority. I think it right to state, as it was omitted on the last occasion, that beside relinquishing, directly or indirectly, all connection with the Hudson's Bay Company, it will be indispensable to apply that condition equally to any interest you may possess in the Puget Sound Company.

"It is most probable that you have understood the offer contained in my confidential dispatch of the 16th instant in that sense, but I think it better now to guard against any possible misconception on the subject by this additional explanation. It is due to you to add that if, after reflection, you should entertain the persuasion that it will either not conduce to the public interests or your own to exchange your present position for that of governor of British Columbia, the ability which you have displayed whilst holding the office of governor of Vancouver Island will not escape the recollection of Her Majesty's Government, should it be your wish, on the expiration of the Hudson's Bay Company's license next year, to enter into the service of the Crown in the colonies."

"I need hardly observe that British Columbia, for by that name the Queen has been graciously pleased to observe that the country should be known, stands on a very different footing from many of our colonial settlements. They possess the chief elements of success in lands, which afforded safe though not very immediate sources of prosperity. This territory combines in a remarkable degree, the advantage of fertile lands, fine timber, adjacent harbors, rivers, together with rich mineral products. These last, which have led to the large immigration of which all accounts speak, furnish the government with the means of raising a revenue which will at once defray the expenses of an establishment. * * * My own views lead me to think that moderate duties on beer, wine, spirits and other articles usually subject to taxation would be preferable to the imposition of licenses; and I con-

fidently expect that from these sources a large and an immediate revenue may be derived.

“The disposal also of public lands, and especially of town lots, for which I am led to believe there will be a great demand, will afford a rapid means of obtaining funds applicable to the general purposes of the colony. You will, probably, at an early period take steps for deciding upon a site for a seaport town. But the question of how a revenue can best be raised in this new country depends so much on local circumstances, upon which you possess such superior means of forming a judgment to myself, that I necessarily, but at the same time willingly, leave the decision upon it to you, with the remark that it will be prudent on your part and expedient to ascertain the general sense of the immigrants upon a matter of so much importance. Before I leave this part of the subject, I must state that whilst the Imperial Parliament will cheerfully lend its assistance in the early establishment of this new colony, it will expect that the colony will be self-supporting as soon as possible. You will keep steadily in view that it is the desire of this country that representative institutions and self-government should prevail in British Columbia, when by the growth of a fixed population, materials for these institutions shall be known to exist; and to that object, you must from the commencement aim and shape all your policy.

“A party of Royal Engineers will be dispatched to the colony immediately. It will devolve upon them to survey those parts of the country which may be considered most suitable for settlement, to mark out allotments of land for public purposes, to suggest a site for the seat of government, to point out where roads should be made, and to render you such assistance as may be in their power, on the distinct understanding, however, that this force is to be maintained at the Imperial cost for only a limited period, and that if required afterwards, the colony will have to defray the expense thereof. I have to add, that I am of the opinion that it will be reasonable and proper that the expense of the survey of all allotments of land to private in-

dividuals should be included in the price which the purchaser will have to pay for his property.

“ I shall endeavor to secure, if possible, the services of an officer in command of the engineers who will be capable of reporting on the value of the mineral resources. This force is sent for scientific and practical purposes, and not solely for military objects. As little display as possible should, therefore, be made of it. Its mere appearance, if prominently obtruded, might serve to irritate, rather than appease the mixed population which will be collected in British Columbia. It should be remembered that your real strength lies in the conviction of the immigrants that their interests are identical with those of the government, which should be carried on in harmony with, and by means of the people of the country.

“ As connected with this subject, it may be convenient to you to know that I contemplate sending out an experienced inspector of police to assist you in the formation of a police force. You should consequently lose no time in considering how that force may be organized. It must be derived from people on the spot, who will understand that for their preservation from internal disturbances, they must rely solely on themselves, and not on the military. I cannot permit myself to doubt, that in a matter so essential to the common security of all, you will meet with the ready concurrence of the community, and that you will act for their interests in a manner which shall be proper and conformable to their general sentiments.

“ I have to enjoin upon you to consider the best and most humane means of dealing with the native Indians. The feelings of this country would be strongly opposed to the adoption of any arbitrary or oppressive measures towards them. At this distance, and with the imperfect means of knowledge which I possess, I am reluctant to offer, as yet, any suggestion as to the prevention of affrays between the Indians and the immigrants. This question is of so local a character that it must be solved by your knowledge and experience, and I commit it to you, in the full persuasion that you will pay

every regard to the interests of the natives which an enlightened humanity can suggest. Let me not omit to observe, that it should be an invariable condition, in all bargains or treaties with the natives for the cession of lands possessed by them, that subsistence should be supplied to them in some other shape, and above all, that it is the earnest desire of Her Majesty's Government that your early attention should be given to the best means of diffusing the blessings of the Christian religion and of civilization among the natives.

"I wish to impress upon you the necessity of seeking, by all legitimate means, to secure the confidence and good-will of the immigrants, and to exhibit no jealousy whatever of Americans or other foreigners who may enter the country. You will remember that the country is destined for free institutions at the earliest moment. In the meanwhile it will be advisable for you to ascertain what Americans resorting to the diggings enjoy the most influence or popular esteem, and you should open with them a frank and friendly communication as to the best means of preserving order and securing the interests and peace of the colony. It may be deserving of your consideration whether there may not be found already amongst the immigrants, both British and foreign, some persons whom you could immediately form into a council of advice; men whom, if an elective council were ultimately established in the colony, the immigrants themselves would be likely to elect, and who might be able to render you valuable assistance until the machinery of government were perfected, and you were in possession of the instructions which the Queen will be pleased to issue for your guidance. I shall hope to receive, at an early period, your views on these and other topics of importance which are likely to present themselves for your decision in the difficult circumstances in which you are placed, and I request you to be assured, on the part of Her Majesty's Government, that I shall be most ready to afford you every assistance in my power."

“There has not been time to furnish you by this mail with the order-in-council, commission, and instruction to yourself as governor, which are necessary in order to complete your legal powers. You will, nevertheless, continue to act during the brief interval before their arrival as you have hitherto done, as the authorized representative of Her Majesty's Government in the territory of British Columbia, and take, without hesitation, such steps as you may deem absolutely necessary for the government of the territory, and as are not repugnant to the principles of British law; but you will do so in conformity with the directions which I transmit to you on several subjects by my dispatches of even date herewith, and in such others as you may receive from me.”

“I have to acknowledge the very important series of dispatches (numbers 24 to 29 inclusive, from June 10th to July 1st, 1858), showing the manner in which you have continued to administer the government of the territory in which the recent discoveries of gold have taken place, and detailing the extraordinary course of events in that quarter. Her Majesty's Government feel that the difficulties of your position are such as courage, judgment and familiarity with the resources of the country and character of the people can alone overcome. They feel also that minute instructions conveyed from this distance, and founded on an imperfect knowledge, are very liable to error and misunderstanding. On some points, however, you have yourself asked for approval and instructions; on others it is absolutely necessary that the views of Her Majesty's Government should be made clear to you.

“As to the steps which you have already taken, I approve of the appointments which you have made and reported of revenue officers, Mr. Hicks and Mr. Travaillo, of Mr. Perrier as justice of the peace, and of Mr. Young as gold commissioner. I approve, also, as a temporary measure, of the steps which you have taken in regard to the surveying department, but I have it in

contemplation to send to the colony a head of that department from England.

"I propose selecting in this country some person for the office of collector of customs, and shall send you also, at the earliest moment, an officer authorized to act as judge, and who, I trust, as the colony increases in importance, may be found competent to fill with credit and weight the situation of chief justice. I await your intimations as to the wants and means of the colony, in this sudden rise of social institutions in a country hitherto so wild, in order to select such law advisers as you may deem the condition and progress of immigration more immediately require. And it is my wish that all legal authorities connected with the government should be sent from home, and thus freed from every suspicion of local partialities, prejudices and interests.

"I highly approve of the steps you have taken, as reported by yourself, with regard to the Indians. It is in the execution of this very delicate and important portion of your duties that Her Majesty's Government especially rely on your knowledge and experience obtained in your long service under the Hudson's Bay Company. You may in return rely on their support in the execution of such reasonable measures as you may devise for the protection of the natives, the regulation of their intercourse with the whites, and whenever such work may be commenced, their civilization. In what way the fur trade with the Indians may henceforth be carried on with the most safety, and with due care to save them from the demoralizing bribes of ardent spirits, I desire to know your views before you make any fixed regulations. No regulations giving the slightest preference to the Hudson's Bay Company will in future be admissible, but possibly, with the assent of the whole community, licenses for Indian trade, impartially given to all who would embark in it, might be a prudent and not unpopular precaution.

"I approve of the measures which you have taken for raising a revenue by customs, and authorize their continuance. I approve also of your continuing to levy license fees for mining purposes, requesting you, however,

to adapt the scale of these fees to the general acquiescence of adventurers, and leaving it to your judgment to change this mode of taxation (as, for instance, into an export duty), if it shall appear on experience to be inadvisable to continue it. But on this head I must give you certain cautions. In the first place, no distinction must be made between foreigners and British subjects as to the amount per head of the license fee required (nor am I aware that you have proposed to do so). In the second place, it must be made perfectly clear to everyone, that this license fee is levied, not in regard to any supposed rights of the Hudson's Bay Company, but simply in virtue of the prerogative of the Crown (now confirmed by the Act of Parliament transmitted to you, if this was necessary) to raise revenue as it thinks proper, in return for the permission to derive profits from the minerals on Crown lands.

“Further, with regard to these supposed rights of the Hudson's Bay Company, I must refer you, in even stronger terms, to the cautions already conveyed to you by my former dispatches. The Hudson's Bay Company have hitherto had an exclusive right to trade with Indians in the Fraser River territory, but they have had no other right whatever. They have had no rights to exclude strangers. They have had no rights of government, or of occupation of the soil. They have had no right to prevent or interfere with any kind of trading, except with the Indians alone. But to render all misconceptions impossible, Her Majesty's Government has determined on revoking the company's license (which would itself have expired in next May) as regards British Columbia being fully authorized to do so, by the terms of the license itself, whenever a new colony is constituted.

“The company's private property will be protected, in common with that of all Her Majesty's subjects, but they have no claim whatever for compensation for the loss of their exclusive trade, which they only possessed subject to the right of revocation. The instrument formally revoking the license will shortly be forwarded to you. * * * The immense resources

which the information which reaches England every day and is confirmed with such authority by your last dispatch, assures me that the colony possesses, and the facility for immediate use of those resources for the purposes of revenue, will at once free the Mother Country from those expenses which are adverse to the policy of all healthful colonization. * * * The most important works to which the local revenue can be applied seem to be police, public works to facilitate landing and traveling, payment of the absolutely necessary officers, and above all, surveying. But your own local judgment must mainly decide. You will render accurate accounts to me both of receipts and expenditure, and you will probably find it necessary shortly to appoint a treasurer, which will be a provisional appointment.

"You are fully authorized to take such measures as you can for the transmission of letter and levying postage. It appears by your despatch that the staff of surveyors you have engaged are at present employed on Vancouver Island, the soil of which is as yet held under the expiring license of the Hudson's Bay Company; but it is British Columbia which now demands and indeed may almost absorb the immediate cares of its governor, and your surveyor may at once prepare the way for the arrival of the surveyor-general appointed from hence, and of the sappers and miners who will be under his orders.

"I now come to the important subject of future government. It is possible (although on this point I am singularly without information) that the operations of the gold diggers will be to a considerable extent suspended during winter, and that you will therefore have some amount of leisure to consider the permanent prospects of the colony and the best mode of administering its affairs.

"You will be empowered both to govern and to legislate of your own authority; but you will distinctly understand that this is a temporary measure only. It is the anxious wish of her Majesty's Government that popular institutions, without which they are convinced peace and order cannot long

prevail, should be established with as little delay as practicable; and until an Assembly can be organized (which may be whenever a permanent population, however small, is established on the soil), I think, as I have already stated in a former despatch, that your best course will probably be to form some kind of temporary council, calling in this manner to your aid such persons as the miners themselves may place confidence in.

“You will receive additional directions along with your commission, when forwarded to you; and I have embodied in a separate despatch those regarding the very important question of the disposal of land.

“Aware of the immediate demand on your time and thoughts connected with the pressing question of immigration to the gold mines, I do not wish to add unnecessarily to the burden of duties so onerous; but as yet, our Department has been left singularly in ignorance of much that should enter into considerations of general policy, and on which non-official opinions are constantly volunteered. Probably, amongst the persons you are now employing, and in whose knowledge and exactitude you can confide, you might find someone capable of assisting, under your superintendence, in furnishing me, as early as possible, with a report of the general capacities of the harbors of Vancouver,—of their advantages and defects; of the mouth of Fraser River, as the site of the entry into British Columbia, apart from the island; of the probabilities of a coal superior for steam purposes to that of the island, which may be found in the mainland of British Columbia; and such other information as may guide the British Government to the best and readiest means of developing the various and the differing resources which have so strangely been concealed for ages, which are now so suddenly brought to light, and which may be destined to effect, at no very distant period, a marked and permanent change in the commerce and navigation of the known world. The officers now engaged in the maritime survey will probably render great assistance to yourself and to her Majesty’s Government in this particular.”

"With regard to the very important subject of the disposal of land, you are authorized to sell land merely wanted for agricultural purposes, whenever a demand for it shall arise, at such upset price as you may think advisable. I believe that a relatively high upset price has many advantages; but your course must, in some degree, be guided by the price at which such land is selling in neighboring American territories. But with regard to land wanted for town purposes (to which speculation is almost certain to direct itself in the first instance), I cannot caution you too strongly against allowing it to be disposed of at too low a sum. An upset price of at least £1 per acre is, in my opinion, absolutely required, in order that the local government may in some degree participate in the profit of the probable sales, and that mere land-jobbing may be in some degree checked. Whenever a free legislature is assembled, it will be one of its duties to make further provision on this head.

"To open land for settlement gradually; not to sell beyond the limits of what is either surveyed or ready for immediate survey, and to prevent, as far as in you lies, squatting on unsold land.

"To keep a separate account of all revenue to be derived from the sale of land, applying it to the purposes, for the present, of survey and communication, which, indeed, should be the first charge on land revenue; and you will of course remember that this will include the expense of the survey party (viz., sappers and miners) now sent out. I shall be anxious to receive such accounts at the earliest period at which they can be furnished.

"Foreigners, as such, are not entitled to grants of waste land of the Crown in British colonies. But it is the strong desire of her Majesty's Government to attach to this territory all peaceful settlers, without regard to nation. Naturalization should, therefore, be granted to all who desire it, and are not disqualified by special causes, and with naturalization the right of acquiring Crown land should follow.

"You will pardon me if I enjoin on you, as imperative, the most diligent care that in the sales of land there should not be the slightest cause to impute a desire to show favor to the servants of the Hudson's Bay Company. Parliament will watch with jealousy every proceeding connected with such sales; and I shall rely upon you to take every precaution which not only impartial probity but deliberate prudence can suggest, that there shall be no handle given for a charge, I will not say of favor, but of indifference or apathy to the various kinds of land-jobbing, either to benefit favored individuals or to cheat the land revenue, which are of so frequent occurrence at the outset of colonization, and which it is the duty of her Majesty's Government, so far as lies in them, to repress."

"I need scarcely observe to you that the object for which this officer and his party have been despatched to British Columbia is for the exclusive service of that colony. You will, therefore, afford him every assistance in your power for enabling him to commence immediately such operations in it as shall appear to him to be necessary, in anticipation of his commanding officer, Colonel Moody, R. E., who will follow him with as much rapidity as practicable. And I trust that, if Captain Parsons should require the temporary occupation for his party of the trading-posts up the country, which belong to the Hudson's Bay Company, you will take measures for affording him such accommodation."

"With these few observations, I leave with confidence in your hands the powers entrusted to you by her Majesty's Government. These powers are indeed of very serious and unusual extent, but her Majesty's Government fully rely on your moderation and discretion in the use of them. You are aware that they have only been granted in so unusual a form on account of the very unusual circumstances which have called into being the colony

committed to your charge, and which may for some time continue to characterize it. To use them, except for the most necessary purposes, would be, in truth, to abuse them greatly. They are required for the maintenance of British law and British habits of order, and for regulating the special questions to which the condition and employment of the population may give birth. But the office of legislation, in the higher and more general sense, should be left for the legislature which may be hereafter constituted, and which her Majesty's Government hope will be constituted at the first time consistent with the general interests of the colony. And you will above all remember that the ordinary rights and privileges of British subjects and of those foreigners who dwell under British protection, must be sedulously maintained, and that no innovation contrary to the principles of our law can be justified, except for purposes of absolute and temporary necessity.

"I will only add that, although it has been judged prudent not to make the revocation of the Hudson's Bay Company's license take effect until proclaimed by yourself, it is the particular instructions of her Majesty's Government that you proclaim it with the least practicable delay, so that no questions like those which have already arisen as to the extent and nature of the Company's rights can possibly occur."

"With respect to offices generally, which the public exigencies may compel you to create, and for which selections should be made in England, I have to observe that I consider it of great importance to the general social welfare and dignity of the colony that gentlemen should be encouraged to come from this kingdom, not as mere adventurers seeking employment, but in the hope of obtaining professional occupations for which they are calculated; such, for instance, as stipendiary magistrates or gold commissioners.

"You will, therefore, report to me at your early convenience, whether there is any field for such situations, and describe as accurately as you can

the peculiar qualifications which are requisite, in order that I may assist you by making the best selections in my power. It is quite natural that the servants of the Hudson's Bay Company should, from their knowledge of business, their abilities and services, have a very fair claim to consideration and share in the disposal of the local patronage. But caution should be observed against yielding to any appearance of undue favor or exclusiveness to the servants of that company. You will carefully remember that the public interests are the first consideration, and that it should be known that employment in the public service is as open and fair in British Columbia as in every other of the Queen's colonial possessions. For these reasons it is still more desirable that careful appointments should be made in England. You will not fail to write to me fully by each mail, as her Majesty's Government wish to know everything that passes of importance in British Columbia."

"Such arrangements may on the whole be most congenial to the disposition of the American miners whom you may have to consider; but I cannot forget that it was the system of enforcing, from time to time, the license fee which created in Victoria so much dissatisfaction, and ultimately led to the Ballarat riot, and to the adoption of new rules. The Victorian system was in the main the same as that which you have apparently adopted. It exacted a license fee of £1 from each miner per month, and, as Sir Charles Hotham says in a despatch, 21st November, 1855, to Sir William Molesworth, 'the great and primary cause of complaint which I found was undoubtedly the license fee.'

"It was then decided that the monthly license fee should be abolished, and be replaced, independently of royalties, first, by a miner's annual certificate of £1; secondly, by the payment of £10 per annum on every acre of alluvial soil; and thirdly, by an indirect tax in the shape of 2s. 6d. export duty on the ounce of gold. Experience seems, as far as we yet know, to

have justified this change in Victoria. Discontent, with its attendant dangers, has been removed; and by the present system, which appears to be acquiesced in by all parties, a larger revenue is obtained than ever was the case under the earlier arrangement. I observe, indeed, by the last Victorian returns for 1856, that the duties on the export of gold amounted to more than £376,000."

"It is my object to provide for, or to suggest to you how to meet all unforeseen exigencies to the colony as they may arise; but my views are based on the assumption that the common interest in life and property will induce the immigrants to combine amongst themselves for ordinary purposes, and that when danger needing military force arises, they will readily gather around and swell the force, which will thus expand as circumstances require. From England we send skill and discipline; the raw material (that is, the mere men), a colony intended for free institutions, and on the border of so powerful a neighbor as the United States of America, should learn betimes of itself to supply.

"Referring to the laudable co-operation in the construction of the road which has been evoked by your energy from the good sense and public spirit of the miners, I rejoice to see how fully that instance of the zeal and intelligence to be expected from the voluntary efforts of immigrants, uniting in the furtherance of interests common to them all, bears out the principle of policy on which I designed to construct a colony intended for self-government, and trained to its exercise by self-reliance. The same characteristics which have made these settlers combine so readily in the construction of a road, will, I trust, under the same able and cheering influence which you prove that you know so well how to exercise, cause them equally to unite in the formation of a police, in the establishment of law, in the collection of revenue, in short, in all which may make individual life secure and the community prosperous. I trust you will assure the hardy and spirited men

who have assisted in this preliminary undertaking, how much their conduct is appreciated by her Majesty's Government.

"I feel thankful for the valuable services so seasonably and efficiently rendered by the "Satellite" and "Plumper." I cannot conclude without a cordial expression of my sympathy in the difficulties you have encountered, and of my sense of the ability, the readiness of resource, the wise and manly temper of conciliation which you have so signally displayed; and I doubt not that you will continue to show the same vigor and the same discretion in its exercise; and you may rely with confidence on whatever support and aid her Majesty's Government can afford you."

OFFICIALDOM.

A careful perusal of the foregoing will show how carefully and intelligently the wants of the colony had been thought out, and what a liberal and advanced conception of pioneer colonial conditions Lord Lytton possessed. According to the intimations made in Lord Lytton's despatches, as in the foregoing, two detachments of the Royal Engineers were despatched to British Columbia, one on the 2nd of September in the steamer "La Plata," under command of Captain Parsons, who was accompanied by twenty non-commissioned officers and men; and the other by the clipper ship "Thames City," 557 tons, on September 17th, which was made up of two officers, one staff assistant surgeon, eighteen non-commissioned officers and men, thirty-one women and thirty-four children, the whole under the command of Captain R. H. Luard, R. E. Captain Parsons was the bearer of important communications to Governor Douglas. One was his commission as Governor of British Columbia, another empowering him to make due provision for the administration of justice and the establishment of laws for the maintenance of law and order; and still another notifying him of the revocation of the charter of May 30th, 1838, so far as the Mainland was concerned. By the same mail came the advice of the appointment of Colonel Moody to the

command of the Royal Engineers, and to the office of chief commissioner of lands and works. Under his instructions he was second in command to Governor Douglas, from whom he was in certain matters to take orders, but with special duties that were not to be interfered with unless "under circumstances of the greatest gravity." Simultaneously also came the advice of the appointment of Matthew Baillie Begbie as Chief Justice of the new Colony, who was to receive a salary of £800 and would sail by packet on October 2nd. With these despatches came copies of proclamations declaring British law to be in force in British Columbia, and indemnifying the governor and other officers for acts done before the establishment of legitimate authority. With the appointment of W. Wymond Hamley as collector of customs, the organization of British Columbia was practically complete, and it only required the arrival of the incoming officials to set the machinery of government in full operation. This was in 1858, but it was not until 1864 that the mainland colony was granted a representative assembly, as will be seen later. In the meantime officialdom was king, and the word of James Douglas was law.

In due time by various routes Colonel Moody, Chief Justice Begbie, Mr. Hamley, Captain Parsons and the detachments of Royal Engineers and the corps of Sappers and Miners arrived, and the real work of starting a colony began.

PRELIMINARY TO ORGANIZED GOVERNMENT.

To go back a step, however, the rush of miners to the Fraser River made it necessary, as I have said, to take steps towards preserving law and order and reducing the operations of the miners to some system having respect for the rights of the community as well as of the individual. It was a difficult task to be confronted. Those who have read the story of the mining excitement of '49 in California, and the pages of history for the years immediately following will understand the character of population from which the exodus to British Columbia was drawn. The annals of

San Francisco in the early days are replete with incidents of gambling, robbery and hold-ups, murder, vice of all kinds, and general social misrule. The disregard for life was one of the prevailing tendencies of the pioneer mining camp. In its wake followed all the toughs and blacklegs and desperadoes, which a free and unfettered life in the far west developed to prey on unorganized or imperfectly organized society. The miner himself was usually an honest man, with a high native regard for the rights of his neighbors. He had many excellent qualities of head and heart, and was a good example of what we usually understand by the "diamond in the rough." But one of his cardinal principles was not to interfere with other people's business, and to ask no questions. If games went on he accepted it as one of the natural concomitants of the life. If men drank, and fought, and cheated at cards and were shot they regarded the incidents as the "lookout" of those who engaged in them. He did not constitute himself a guardian over either the souls or the bodies of any person. If there was excitement he might take a hand in it. He knew and was prepared for the risks. If he were wise he kept out of the way of the toughs. If he got entangled in the meshes of the many webs that were woven in this rough and ready society, and got the worst of it, it was part of the game. So the outcasts of society found in the mining camp and a city like San Francisco, a Mecca of adventurers, a congenial soil in which to take root and flourish. It was from the many elements of which the Forty-Niners of which California were composed that Fraser River gold seekers were drawn. Douglas understood the men he had to deal with, and was prepared to deal with them. He proposed to instill in their hearts a wholesome respect of British law. Incidentally he did not forget that he was doing business for the Hudson's Bay Company. His first move was to establish the authority of the latter. He had a fleet of British warships at hand, two boats, the "Otter" and the "Beaver," the property of the Company, to assist him in maintaining order and peace and enforcing his commands. Fortunately for the

country Douglas was on hand to exercise an authority which, though illegally exercised on his part, was necessary, and, therefore, by virtue of the exigencies of the situation became law, subsequently confirmed. A proclamation was issued on the 8th of May to the effect that "any vessels found in British northwest waters not having a license from the Hudson's Bay Company and a sufferance from the customs officer at Victoria should be forfeited." The proclamation was in the main respected, and it had the effect of bringing every person to Victoria as a starting point. The Governor proceeded himself to the mainland, and found at Langley, then a post of the Hudson's Bay Company and a principal point of attraction for the incomers, a number of speculators taking possession of the land and staking out lots for sale, he found unlicensed canoes, and contraband trading going on. All these matters were speedily set right to his own liking. Fort Hope and Fort Yale farther up the river soon also became places of importance. These were visited by the Governor. The miners prior to his arrival had already organized a form of government for their requirements and had already posted regulations. These were replaced by regulations drawn up and proclaimed in the name of the Governor of Vancouver Island. Persons carrying on business were required to pay a fee of \$7.50 monthly for the use of land, and the owners of claims to pay \$5 a month license. Strict observance of the Sabbath was enjoined and a heavy fine was imposed on those found guilty of selling liquor to the Indians. Special constables were appointed, courts of justice were established, and permission was granted to aliens to hold land without interference for three years, after which it became necessary to take the oath of allegiance. There was a good deal of complaint about the arbitrary rule of the Hudson's Bay Company, and the exaction of the temporary mining and other regulations. There were also troubles among the miners, incipient revolution; but the turbulent ones were soon quelled, and the early mining records of the Fraser as well as of the Cariboo later on are remarkably free from notes of disorder. There

was trouble with the Indians, who resented the invasion of the "Boston" men, as the Americans were called by them; and an Indian war against the whites was only averted by the influence of the Hudson's Bay Company. As a matter of fact, bloodshed did occur, two Frenchmen having been killed. The miners organized themselves for defense and enrolled under H. M. Snyder. They marched as far as the Thompson River, made treaties with some 2,000 Indians between Spuzzum and the Forks of the Thompson River and returned to Yale. The casualties altogether were not very large, being several whites and about thirty Indians. This was the end of the campaign. Road-building was also undertaken. Mr. McKay, a member of the Legislative Assembly of Vancouver Island, who was with Douglas on a trip up the Fraser, was instructed to return to the coast by way of Big Lillooet Lake to ascertain the feasibility of a shorter route. He proceeded to the head of Howe Sound and reported that the route he had followed was the best and shortest whereby to reach the mines, but on account of the question of expense in opening up the road the route was never adopted. At Langley preparations were made for the reception of the Royal Engineers and party from England and a sale of town lots to take place at Victoria on the 20th of October was advertised. It may be here stated that it had been the intention of making Fort Langley the capital of the Mainland, a decision that was subsequently changed in favor of New Westminster.

CHOOSING THE CAPITAL.

Following the preliminaries outlined before going, which were antecedent to any recognized form of government, came the resignation of Douglas as chief factor of the Hudson's Bay Company, his formal appointment as Governor of the Colony of British Columbia, the arrival of Chiet Justice Begbie, of Lt. Col. Moody, of Captains Grant and Parsons, the Royal Engineers, the sappers and miners and all the rest of the Government paraphernalia. What followed was in accordance with the instructions contained

in the despatches from Lord Lytton, extracts from which have already been given in the preceding. The sale of Langley town lots as advertised came off. The bidding was brisk, and the demand active. In two days some 400 lots were sold ranging from \$100 to \$400 per lot and aggregating \$68,000. It, as stated, was to have been the capital of British Columbia, and work had already begun on the erection of the barracks, and tenders were called for the erection of church, parsonage, courthouse and jail there. The arrival of Col. Moody, the new Commissioner of Lands and Works and commander of the forces, changed all that. He had hardly arrived, however, when he was despatched to Yale along with some of his Royal Engineers and a party of marines and blue jackets to quell a reported uprising among the miners. The matter did not prove to be very serious, having arisen out of a dispute among special constables, over the body of a prisoner. Prominent among these was the notorious Edward McGowen, who was finally obliged to leave the "diggings." The incident was made more of in history than its importance deserved. Probably on account of the display of force made by the Government officials and the promptitude with which they responded to the demand for assistance, the trouble was not greater than it was. It had a most splendid moral effect on the miners, who were impressed with the thoroughness and efficiency with which the administration of justice was carried out. There never was thereafter any bar disturbance, because it was nothing more than that, in which Ned McGowen with over-zeal, so Captain Mayne says, committed an assault, is memorable for having laid sure the foundations of peace in the new colony. On his return from Yale in H. M. S. "Plumper," Col. Moody examined the site of the present city of New Westminster for the purposes of a capital and selected it in preference to Derby, as it was proposed to call Langley. It is said that Col. Moody, in going up past it to Yale on his punitive expedition, pointed to the sloping hillside and remarked upon its advantages from a strategical point of view. Its commanding position, its accessibility from the rear to the sea, and the

depth of water on its frontage were all advantages in its favor over Derby. After conference with Governor Douglas at Victoria the recommendation of Col. Moody was adopted and the plans were altered accordingly. A town site was surveyed and parties who had purchased town lots in Derby were notified that they might surrender their lots there and receive others in Queenborough, or Queensborough, as you will, in their place. The late Sir Henry Crease, in a contribution made to the Year Book of British Columbia at the request of the author, described some incidents of interest in connection with the selection of the capital of New Westminster, for thus it came to be called : "Col. Moody, R. E., who had come out with a corps of four hundred engineers to assist in protecting and advancing the country, and had a dormant commission as its Governor in case of the prolonged absence, illness, or incapacity of the Governor, at once opposed the selection of Langley as being on the wrong bank of the river, and indefensible on military grounds, and with his officers sought a suitable site on the right bank proper, and against the advice of his officers, at first fixed on Mary Hill, a fine and elevated site near the mouth of Pitt River, in preference to a still finer site a couple of miles lower down on the right bank, and ordered his senior captain—Captain Jack Grant, as he was familiarly termed, now General Grant, R. E.—to take the axe and make the first cut at one of the trees nearest the river. He was in the act of swinging his axe to deliver the blow, when he was so much impressed with the mistake they were making that he said : 'Colonel, with much submission I will ask not to do it. Will you yourself be pleased to take the responsibility of making the first cut?'—respectfully giving his reasons. These were of so cogent a nature, one being that the lower site being at the head of tide-water, big ships could come up the Fraser to it, and that it was easily defensible by a *tete du pont* on the opposite side of the river, and similar reasons, that the Colonel was convinced, rowed down the river and ordered the first cut to be delivered on one of the huge cedars with which the hill

was covered, and named the new town 'Queenborough.' But so great already was the jealousy in Victoria against the projected new city that Queenborough was considered by the Colonial Secretary, Mr. W. A. G. Young, as too nearly a paraphrase of Victoria, the only permissible Queen city, that after a great inkshed and a long acrid correspondence the name was proclaimed to be not the Queenborough (Victoria), but Queensborough, which was quite another thing. The site was put up to auction and sold at great prices on the understanding that all the money, a large sum, from the sale should be applied in opening the streets and clearing away from the lots some of as large and dense timber as the world could possibly produce—an undertaking which it need scarcely be said the government for lack of money to push its roads and public works could not, or would not provide, and the purchasers were obliged to tax themselves a second time and engage in 'bees,' as in old Canada, to get even a small quantity of the site cleared and to submit to the feeling of having been deceived, and to see Victoria's streets and roads flourish while Queensborough had to be content with trails. The sequel may as well be told. The matter was taken up by the Home Government, Her Majesty was engaged to finally fix on the name and by Royal Proclamation, Queensborough (a convenient name) was converted into a Royal city, and the capital of British Columbia under the name of New Westminster (an inconvenient one), and on the faith of that many invested their all in it."

The camp of the Royal Engineers was located about one mile west of New Westminster, where the Provincial Penitentiary now stands. Here the sappers and miners went to work to prepare permanent quarters and on account of that was named Sapperton, which as a suburb of the city it is still known as. Here an official residence for Col. Moody and family and suite was erected, and here the first church in the colony of British Columbia was raised for the purposes of public worship. Col. Moody moved from Victoria to his new residence on the 18th of May, 1859. Work on the

clearing of the town site and the making of the streets was carried on. Queensborough was on the 2nd of June declared to be the sole port of entry for vessels entering the Fraser River, and for all goods imported by sea into the ports of British Columbia adjacent to the Fraser River, and a tariff of customs duties was established. The first sale of Queensborough lots took place in June and was most successful. This was followed on July 20th by a proclamation setting forth that Her Majesty had decided to change the name of the capital to New Westminster.

ROAD BUILDING EXTRAORDINARY.

Governor Douglas was essentially a road-builder and had he lived to-day, instead of over fifty years ago, when his energies were at their prime, he would in all probability have been a railway magnate or as the leader of a government would have had a strong railway and road policy. Even at this early date he launched out in a policy of building roads, which in their every detail remain to-day a monument to the zeal, energy and care which he displayed in their undertaking. The Royal Engineers were a military organization, but their purpose in British Columbia was not so much that of defense as the opening up of the country by the laying out of roads, the work of which they entered upon with zest; that they did not persevere in the good work which they began was due to the fact that the residents of British Columbia did not think their services were necessary, and there was the usual jealousy as to their supervision of public works. The alleged reason for their disbandment, which took place in 1863, was that their special services were unnecessary. They, however, performed splendid works in laying the foundation and were a splendid lot of men. Those who wished to return were given a free passage to England. Those who wished to remain were each allowed a free grant of 150 acres of land. The greater number, enamored with the freedom and abandon of a new country, and the prospects of participating in coming development, chose to remain, mak-

ing their selections out of unoccupied land. Col. Moody and staff, accompanied by some twenty-five or thirty of the force, returned to England. Road building was a conspicuous feature of the years between 1859 and 1864, the year of Governor Douglas's retirement. Speaking of that we may again quote the remarks of the late Sir Henry Crease. He remarks that, "Next to the great financial principle for government which he professed, roads in Vancouver Island and British Columbia were the one great object which Governor Douglas, during his long reign, always kept in view. He was a king of roads. As a Hudson's Bay Company officer he had traveled from end to end of this great country from the earlier days of the Hudson's Bay Company down to the time he had charge of its affairs, and knew the difficulty and delay caused in getting in supplies to the out-stations, and was thoroughly convinced that no mining could be carried on for any length of time profitably without giving the greatest possible facilities for getting supplies to their works, and in Vancouver Island in enabling farmers to take their produce without difficulty to market. So everywhere around Victoria for miles splendid roads, much better than they are now (1897), well macadamized, abounded. Many and good roads were made into the interior and along the coast, where the configuration of grounds made them practicable. Thence, they were extended into the districts outside of Victoria—e. g., Cowichan, Chemainus, Saanich and Lake, were duplicated, nay, even at times, as for instance at Comox, triplicated—and a still greater and bolder enterprise was contemplated by Sir James Douglas, and indeed commenced by him on the Mainland, no less than a prospective toll wagon road from Hope, the then head of navigation of the Fraser River, through Hope, Similkameen and Okanagan, down and across the Columbia to Kootenay, and more ambitious still, through the Rocky Mountain Passes and across the Indian territory via Edmonton House to meet a similar road from Canada westward towards British Columbia, which he confidently expected eastern Canada would build to meet him at Edmonton, and form together a great

British Canadian colonization road, England being too far off to expect any general colonization from thence. General immigration from Canada east was always his idea, fostered, no doubt, by his familiarity with the Hudson's Bay Company coasts in that direction and away north. Convinced always that population ultimately would come from Canada there is reason to believe that so satisfied was he of the benefit it would be both to British Columbia and Canada, that he was inclined to press such a scheme as a toll colonization road if it could be favored by the Home Government, and he hoped to obtain from them what then would have been an impossible commission. At first his aims were confined to opening the country by roads along the Fraser up to the bars and placers where already gold was found in paying quantities and more expected further up. Miners and prospectors fitting out at Victoria took at first the "Otter" and "Beaver," the only two Hudson's Bay Company steamers which had come out to this country round Cape Horn to Queensborough, and by sternwheel steamer to Douglas. Then from Douglas they proceeded along the Pemberton Portage and the Lakes, which were crossed by steamer to Lillooet, where they joined the Fraser and its gold bearing bars again. From Lillooet a wagon road was projected to climb up Pavilion Mountain by the well-known Rattlesnake grade and go on to Clinton and from thence on through the green timber and the fifty-mile alkali belt along Lac La Hache to the 150-Mile House, thence to Soda Creek, Alexandria and Quesnel Mouth; thence direct east by Cottonwood and Van Winkle to Richfield and Williams Creek, some of the richest gold-fields of the rich Cariboo country. The Similkameen road from Hope was commenced as a trail, with the progress and prospects of which Governor Douglas was so pleased that he directed it to be converted into a wagon road. This he intended as a toll road to Kootenay and across the Rockies, but required a petition from the people of Hope, who would have been enriched by the business of the road, requesting him to impose a small toll on goods and passengers to authorize him to raise and expend the neces-

sary money. At the instance, however, of a petty local opposition the petition was not signed. The Similkameen route as a through road fell through—although, as will be shown, a good and valuable trail was afterwards made in that direction.

“Failing at Hope, a public meeting was held at Yale, the merchants of which were delighted at the chance, and warmly espoused a wagon road along the rocky canons and forbidding defiles and banks of the Fraser, passing Lytton and up the Thompson by way of Ashcroft and the Bonaparte to join the other part of the wagon road at Clinton, thus making the connection with Cariboo complete—and giving the whole of the Lillooet-Yale road to Cariboo the general name of the Cariboo Road—a monument to the determined will, outlay and skill of the chief who ordered and the men who executed this (even at this day) wonderful effort of engineering skill, and which opened up such a long and wide tract of auriferous as well as agricultural country.”

The men who constructed this great work were the Royal Engineers, who were paid by the Colony, and local men. A list is here given of the roads constructed under Sir James Douglas's regime, and the men who made them:

ESQUIMALT.

The road from Everett's "Horse and Jockey" to Esquimalt, built in 1860 by (now Sir) J. W. Trutch.

DOUGLAS PORTAGE.

From Douglas to Six Mile Post by Royal Engineers in 1861; from Six Mile Post to Twelve Mile Post by Royal Engineers in 1861; from Twelve Mile House to Eighteen Mile Post by Hon. J. W. Trutch, 1861; from Eighteen Mile Post to Twenty-eight Mile Post, Little Lake, by Royal Engineers, 1861.

PEMBERTON PORTAGE.

From Pemberton at head of Lillooet Lake to Six-Mile Post by Colquhoun, in autumn, 1861, failing to complete contract to Anderson Lake.

From Six-Mile Post across Anderson Portage to Twenty-Seven Mile Post at head of Anderson Lake, in autumn and winter of 1861, by Joseph W. Trutch, to complete Colquhoun's contract.

From foot of Seaton Lake about three miles to Lillooet in 1860 or 1861.

YALE-CARIBOO WAGON ROAD.

Mule Trail.—From Yale to Spuzzum Ferry, 11 miles by Powers and M. C. Roberts in summer of 1861.

From Spuzzum to Boston Bar, 14 miles, in the autumn of 1861, by the same.

Wagon Road.—From Yale to Six-Mile Post by Royal Engineers in 1862.

From Six-Mile Post to Thirteen-Mile Post at Suspension Bridge, by Thomas Spence in autumn of 1862.

Alexandria Suspension Bridge, erected in summer of 1863 by Joseph W. Trutch. From Suspension Bridge to Boston Bar, 12 miles, by J. W. Trutch in 1862-3.

From Boston Bar to Lytton, 32 miles, by Spence and Landvoight, 1862.

From Lytton to Cook's Ferry (Spence's Bridge), 23 miles, by Moberly and Oppenheimer, in 1862 and spring of 1863.

Spence's Bridge, built by Thomas Spence in 1863-4.

From Spence's Bridge to Eighty-nine-Mile Post, 9 miles, by Royal Engineers in 1863. From Eighty-nine-Mile Post to Ninety-three-Mile Post, by Thomas Spence in 1864.

From Ninety-three-Mile Post to Clinton at 136-Mile Post, Moberly and Hood in 1863. (Note.—Clinton, 136 miles from Yale.)

WAGON ROAD, LILLOOET TO ALEXANDRIA.

From Lillooet to Clinton, 47 miles, by Gustavus Ben Wright in 1861.

From Clinton to Soda Creek, 177 miles from Lillooet, by G. B. Wright in 1863.

From Alexandria to Quesnel Mouth, 40 miles, by Spence and Landvoight, 1863.

From Quesnel to Cottonwood, 21 miles, 1864.

From Cottonwood to Barkerville, 42 miles, 1865.

Now to return to the wagon road from Hope to and across the Rockies.

Having been obliged to abandon his original plan, which was a wagon road, commenced by ex-Lieutenant-Governor Hon. E. Dewdney, in addition to the numerous works of surveying and engineering he had already completed in the Colony—he had done twelve miles of it when it was stopped, for lack of the support I have described from the people of Hope, but the road was carried on twenty-five miles to Skagit Flat. From thence the Royal Engineers carried on a trail to Princeton, which was afterwards much improved by Alison's cut-off. This trail was improved from Skagit to the Summit. It was then carried through the open, down the Similkameen country. In 1865, Mr. Dewdney commenced a trail down the Similkameen, by Keremeos to Osoyoos; thence he followed the boundary along down Kettle River Valley to the mouth of Christine Creek; thence across the mountains to Fort Shepherd east of the Columbia, crossing the Kootenay River at the mouth of Kootenay Lake. This was in 1865, when Sir Joseph W. Trutch was Chief Commissioner of Lands and Works. From Kootenay Lake, Mr. Dewdney carried the trail by the Mooyie to Wild Swan Creek, now called Fort Steele. This was done from Osoyoos in 1865, but it has been much improved since. It has always been called Dewdney Trail, and it has been

by means of Dewdney that access has been given to the rich Kootenay country, and great facilities afforded for the discovery and exploration of valuable deposits of gold in that district. In fact, the Dewdney trail was the key to the Kootenays.

CHAPTER IX.

UNION OF THE COLONIES.

Scarcely had the colony of British Columbia been fully organized, as described in the last chapter, when an agitation was set on foot for representative government and union with the colony of Vancouver Island. With the limited population and the contiguity of the two colonies it was the most natural thing in the world that union should be suggested. There was dual governorship, a dual set of officials, a dual system of fiscal arrangements, and a dual administration of justice. It was obvious that by consolidation a large item of expense might be saved. There were difficulties in the way of even so simple a solution—personal interests and sectional considerations.

Early in 1861 a memorial was presented to Governor Douglas from residents of several parts of the Mainland asking for a representative Assembly for the colony of British Columbia. This was inevitable. The colony was ruled directly by representatives of the Crown, nominally by the sovereign, through a responsible minister, the Secretary for the Colonies, who conveyed his instructions to the British Columbia officials. These were carried into effect under the supervision of the Governor. Vancouver Island, a much smaller colony and less important from many points of view, had a legislative assembly, and it cannot be wondered at that the residents of British Columbia should seek for similar consideration. Sir James Douglas did not favor this. There were several reasons which suggested opposition on his part. His experience so far as the more favored colony of Vancouver Island was concerned did not argue for its usefulness in his mind. The Assembly there was largely the creature of his will, and of his successors, Governors Kennedy and Seymour, neither regarded it as of particular import-

ance. The former in a dispatch said: "There is no medium or connecting link between the Governor and the Assembly, and the time of the Legislative Council (which comprises the principal executive officers) is mainly occupied in the correction of mistakes, or undoing the crude legislation of the lower House, who have not, and cannot be expected to have, the practical experience or available time necessary for the successful conduct of public affairs. On financial subjects they are always greatly at fault." Governor Seymour in a dispatch on the same subject remarked: "The loss of the House of Assembly would not, I think, be much regretted." That Governor Douglas, whose nature was to rule with a lone hand, should not have a high opinion of that Assembly is not to be wondered at. There was, again, the personal reason that he did not desire to share with any legislative or representative body the responsibilities of government. A man who had been chief factor in the Hudson's Bay Company, an aggregation of autocrats, with a long experience of supreme authority, could not adapt himself to the limitations to be imposed by what he could not but regard as inferior officials. He had been reared in the kind of school that did not brook contradiction. But there was still another reason, and we must do justice to Sir James in supposing that it had due weight with him. In fact, there were a number of reasons. He was a man of practical ideas. His experience in the government of men and in affairs had taught him useful lessons, and one of them was that a wise autocracy is better than rule by democracy. He cared little for theories of government. He believed in direct methods and undivided responsibility. Apart from that there were peculiar circumstances in British Columbia that rendered the system of government in vogue in England as the result of centuries of development inapplicable to a new country with unstable and unsettled conditions. These reasons he set out ably and clearly in a dispatch to the Secretary of State, dated April 22nd, 1861. After enumerating the steps which had been taken to lay before him the views of the delegation, which had waited upon him, he pointed out that what they had in

mind was a general reduction of taxation, and that instead of a system of import and inland duties levied on goods, which were regarded as oppressive, they proposed to carry on the public works necessary for the development of the country by means of public loans, their object being to throw a portion of the burden upon posterity, something which he regarded, as indeed, not without a measure of justice in it, and consequently with many zealous advocates. It may be remarked incidentally that the memorialists were certainly not antiquated in their ideas of public finance and really anticipated a policy that became only too popular in later years, and was carried to such an extreme as to shift an inordinate share of burden on future generations, and to seriously impair the credit of the province. In proceeding to review the various subjects brought to his attention, he remarked:

DOUGLAS'S VIEWS ON A LEGISLATURE FOR BRITISH COLUMBIA.

“The first prayer of the inhabitants is for a resident governor in British Columbia, entirely unconnected with Vancouver Island. Your Grace, will perhaps, pardon me from hazarding an opinion on a subject which so nearly concerns my own official position. I may, however, at least remark that I have spared no exertion to promote the interests of both colonies, and am not conscious of having neglected any opportunity of adding to their prosperity. The memorial then proceeds to the subject of Representative Institutions, asking for a form of government similar to that existing in Australia and the Eastern British North American Provinces. This application should, perhaps, be considered to apply more to the future well-being of the colony than to the views and wishes of the existing population. Without pretending to question the talent or experience of the petitioners, or their capacity for legislation and self-government, I am decidedly of opinion that there is not, as yet, a sufficient basis of population or property in the colony to institute a sound system of self-government. The British element is small, and there is absolutely neither a manufacturing nor farmer class; there are no landed

proprietors, except holders of building lots in towns; no producers, except miners, and the general population is essentially migratory—the only fixed population, apart from New Westminster, being the traders settled in the several inland towns, from which the miners obtain their supplies. It would, I conceive, be unwise to commit the work of legislation to persons so situated, having nothing at stake, and no real vested interest in the colony. Such a course, it is hardly unfair to say, could be scarcely expected to promote either the happiness of the people or the prosperity of the colony; and it would unquestionably be setting up a power that might materially hinder and embarrass the Government in the great work of developing the resources of this country; a power not representing large bodies of landed proprietors, nor of responsible settlers having their homes, their property, their sympathies, their dearest interest irrevocably identified with the country; but from the fact before stated, of there being no fixed population, except in the towns. Judging from the ordinary motives which influence men, it may be assumed that local interests would weigh more with a legislature so formed, than the advancement of the great and permanent interests of the country.

“I have reason to believe that the memorial does not express the sentiments of the great body of the people of British Columbia, not that I would, for a moment, assume that Englishmen are, under any circumstances, unmindful of their political birthright, but I believe that the majority of the working and reflective classes would, for many reasons, infinitely prefer the government of the Queen, as now established, to the rule of a party, and would think it prudent to postpone the establishment of representative institutions until the permanent population of the country is greatly increased and capable of moral influence, by maintaining the peace of the country, and making representative institutions a blessing and a reality, and not a by-word or a curse.

“The total population of British Columbia and from the colonies in North America, in the three towns supposed to be represented by the memo-

rialists, is as follows: New Westminster, 164 male adults; Hope, 108 adults; Douglas, 33 adults, in all 305, which, supposing all perfect in their views respecting representative institutions, is a mere fraction of the population. Neither the people of Yale, Lytton or Cayoosh, Rock Creek, Alexandria, or Similkameen appear to have taken any interest in the proceeding or to have joined the movement.

“From the satisfactory working of the New Westminster Council, established last summer, with large powers for municipal purposes, I entertained the idea of enlarging the sphere of their operations, and of constituting similar bodies at Hope, Yale, and Cayoosh, and all the other towns in British Columbia, with the view, should it meet with the approval of Her Majesty's Government, of ultimately developing the whole system into a House of Assembly. Part of the system has already been commenced at Yale and Hope. The Government may, by that means, call into exercise the sagacity and knowledge of practical men, and acquire valuable information upon local matters, thus reaping one of the advantages of a legislative assembly without the risks—and, I still think the colony may, for some time to come, be sufficiently represented in that manner.

“The existing causes of dissatisfaction as alleged in the memorial, may be classified under the following heads: (1) That the Governor, Colonial Secretary and Attorney General do not reside permanently in British Columbia. (2) That the taxes on goods are excessive as compared with the population, and in part levied on boatmen, who derive no benefit from them, and that there is no land tax. (3) That the progress of Victoria is stimulated at the expense of British Columbia, and that no encouragement is given to shipbuilding or to the foreign trade of the colony. (4) That money has been injudiciously squandered on public works and contracts given without any public notice, which subsequently have been sub-let to the contractors at a much lower rate. (5) That faulty administration has been made of public lands, and that lands have been declared public reserves, which have

been afterwards claimed by parties connected with the Colonial Government.

(6) The want of a registry office, for the record of transfers and mortgages.

“The first complaint, that the Governor, etc., do not reside permanently in British Columbia, scarcely requires comment from me. Your Grace is aware that I have a divided duty to perform, and that if under the present circumstances the Colonial Secretary and Attorney General resided permanently in British Columbia, these offices would be little better than a sinecure—the public service would be retarded and a real and just complaint would exist. Although the treasury is now established at New Westminster, and the Treasurer resides permanently there, I have no hesitation in saying that it would be far more for the benefit of the public service if that department were still in Victoria.

“The complaint of over-taxation is not peculiar to British Columbia, but whether it is well founded or not may be inferred from the example of other countries. Judging from that estimate, the people of British Columbia have certainly no reason for complaint of their public burdens, for the United States tariff which is vigorously enforced in the neighboring parts of Washington Territory, averages 25 per cent on all foreign goods—spirits and other articles of luxury excepted, on which a much higher rate of duty is charged. The citizen of Washington Territory has also to pay the assessed road and school taxes, levied by the Territorial Legislature. In contrast with these taxes, the import duty levied in British Columbia is only ten per cent, with a similar exception of spirits and a few articles of luxury, which pay a higher duty; while all other taxes levied in the colony are also proportionately low, compared with those of Washington Territory. I might also further state that two-thirds of the taxes raised in British Columbia have been expended in making roads, and other useful works, and have produced a reduction of not less than a hundred per cent on the cost of transport, and nearly as great a saving in the cost of all the necessaries of life, so that while the communi-

cations are being rapidly improved, the people are, at the same time, really reaping substantial benefits more than compensating the outlay.

“With respect to the complaint about the boatmen, they had no claim whatever to be exempted from the law imposing a duty indiscriminately on all goods passing upward from Yale, neither did the duty bear at all upon them, as they were merely carriers, and not owners of the goods. The real question at issue was, whether the inland duty should be charged on goods carried from Yale by *water* as well as by land, and was nothing more than a scheme concocted by the owners of the goods to benefit themselves at the expense of the public revenue.

“And here I would beg to correct an error in the memorial with respect to the population of British Columbia, which is therein given at 7,000, exclusive of Indians, making an annual average rate of taxation of £7 10s per head. The actual population, Chinamen included, is about 10,000, besides an Indian population exceeding 20,000, making a total of 30,000, which reduces the taxation to £2 per head instead of the rate given in the memorial. It must be remembered that all the white population are adults, and tax-paying—there being no proportionate number of women or children, and it is a great mistake to suppose that the native Indians pay no taxes. They have, especially in the gold districts, for the most part, abandoned their former pursuits and no longer provide their own stores of food. All the money they make by their labor, either by hire or by gold digging, is expended in the country, so that the Indians have now become very extensive consumers of foreign articles. Every attention has been given to render Fraser River safe and accessible; the channels have been carefully surveyed and marked with conspicuous buoys; and foreign vessels may go direct to New Westminster, without calling at Victoria, and the port dues are the same whether the vessels clear originally from Victoria or come directly from foreign ports. It is impossible to imagine a more perfect equality of legislative protection than is given to these ports.

"I have had applications, under various pretexts, from almost every trading place in the colony for remissions of duty, and I have steadily resisted all such applications on the ground that class legislation is vicious and leads to injustice and discontent. It is, moreover, very doubtful if the proposed remission of duty on shipbuilding materials would advance that interest, as long as the timber business of New Westminster is a monopoly in the hands of a few persons who keep timber at an unreasonably high price.

"With respect to the fourth and fifth complaints I am not cognizant of any circumstances affording grounds for them. I addressed a letter to the Chief Commissioner of Lands and Works, whose department they more immediately affected, and I forward herewith a copy of that officer's report, from which it will be seen that no just cause exists for the allegations made.

"The want of a registry office, which also forms a subject of complaint, arises solely from our not having succeeded in maturing the details of a measure, which is, I feel, replete with difficulties of no ordinary kind, but that measure, providing for the registration of real estate, will be passed as soon as practicable.

"Before concluding this dispatch, I shall submit a few observations on the financial system of Vancouver Island in contrast with that of British Columbia, explanatory of their distinctive features and their applicability to the colonies respectively.

"The public revenue of Vancouver Island is almost derived from taxes levied directly on persons and professions, on trades and real estate, on the other hand, it is by means of duties and imposts, and on goods carried inland, that the public revenue of British Columbia is chiefly raised. No other plan has been suggested by which a public revenue could be raised, that is so perfectly adapted to the circumstances of both colonies, or that could be substituted or applied interchangeably with the advantage to the sister colony. The reasons may thus be stated: The low price and bulky productions of Vancouver Island will not bear the cost of exportation to any British pos-

session, and are virtually excluded from the markets of the Mother Country by the distance and expense of the voyage. A precisely similar result is produced through the almost prohibitory duties levied in the neighboring ports of Oregon and California; the former, moreover, abounding in all the products common to Vancouver Island, except coal; and neither being inferior in point of soil, climate or any physical advantage. Thus practically debarred from commercial intercourse and denied a market for its produce, it became painfully evident that the colony could not prosper, nor ever be a desirable residence for white settlers, until a remunerative outlet was found for the produce of their labor. It was that state of things that originated the idea of creating a home market, and the advantageous position of Victoria suggested free trade as the means, which was from henceforth adopted as a policy—with the object of making the port a center of trade and population, and ultimately the commercial entrepot of the North Pacific. That policy was initiated several years previous to the discovery of gold in British Columbia, and has since been inflexibly maintained. Victoria has now grown into commercial importance, and its value and influence can hardly be overestimated. Financially, it furnishes four-fifths of the public revenue, it absorbs the whole surplus produce of the colony, and it is a center from whence settlements are gradually branching out into the interior of the island. Thus Victoria has become the center of population, the seat of trade, a prospective source of revenue, and a general market for the country. The settlements are all compactly situated within a radius of twenty miles, except those which are accessible by sea; there is, therefore, no pressing call for large expenditure in the improvement of internal communications. Roads are opened where required, with due regard and in proportion to the means of the colony, its vital interests not being greatly affected by any avoidable delay.

“The circumstances of British Columbia are materially different from those just described. That colony has large internal resources, which only

require development to render it powerful and wealthy. Its extensive gold fields furnish a highly remunerative export, and are rapidly attracting trade and population. Mining has become a valuable branch of industry, and essentially the vital interest of the colony; it hereto has been my unceasing policy to encourage and develop that interest. The laws are framed in the most liberal spirit, studiously relieving miners from direct taxation, and vesting in the mining boards a general power to amend and adapt their provisions to the special circumstances of the districts. The Government has, moreover, charged itself with the more onerous duties in furtherance of the same object, by opening roads through the most difficult routes into all parts of the country, to facilitate transport and commerce, and to enable the miner to pursue his arduous labors with success. Three lines of roads have been successfully carried through the last range, and mining districts five hundred miles from the sea have been rendered accessible by routes hitherto unknown. The extension and improvement of works so pressingly required and indispensable to the improvement and development of the country, still claims the anxious care of the Government. The greatest difficulty was experienced in providing funds to meet the necessarily large expenditure on those works, and that object was accomplished by imposing an import duty on goods, as the only feasible means of producing a revenue adequate to the public exigencies. It was justly supposed that any tax directly levied on the mining population, would lead to clamor and discontent, without being productive of revenue; whereas the indirect tax is not felt as a burden, and, I believe, makes no appreciable difference in the price which miners have to pay for their supplies.

“I have entered into the foregoing review of the administrative systems adopted in British Columbia and Vancouver Island, in answer to the assertion of the memorialists, that every exertion is made to stimulate the progress of Vancouver Island, at the expense of British Columbia, and to

prove that my measures have ever been calculated to promote, to the fullest extent, the substantial interests of both colonies."

THE VIEWS OF THE HOME GOVERNMENT.

From a practical point of view the foregoing was a complete answer to the memorialists, and yet Sir James overlooked the fact that the spirit of the times was completely in antagonism to his attitude. He was right, and yet he failed to appreciate that nine-tenths of the people of British Columbia were educated in the school of popular government. Douglas had lived his life among the western wilds in an atmosphere of one-man government, perfect and absolute in its mechanical details, but wholly out of harmony with the institutions of its people. It was as perfectly hopeless to expect the Imperial Government to deny British Columbians the right of representative government as it was foolish and suicidal in a past century to have antagonized the American colonies in their aspirations for greater freedom of commerce. It was, therefore, only a question of time when the Home Government would grant to the memorialists their request. We are only surprised that it took two years for Douglas to be apprised of the decision of the authorities to make important changes in the system of administration in British Columbia. In a dispatch dated May 26th, 1863, the Duke of Newcastle informed Douglas that the act for the government of British Columbia would expire in a year and that it was proposed to make provision for a Legislative Council and for separate governors for the colonies of British Columbia and Vancouver Island. It was, however, made plain that the Home authorities had in mind the union of the two colonies as soon as public sentiment was prepared for it. The Duke of Newcastle expressed confidence that economy and efficiency would be promoted, that commerce would be facilitated, that political capacity would be developed, that the strength of the colonies would be consolidated, and that generally their well-being would be greatly advanced by union. The representations made by Governor Douglas, had, however,

considerable weight in Downing Street, because, the dispatch went on to say, that while the authorities would have been pleased to give British Columbia the same representative institutions which existed in Vancouver Island, it was felt that that under present conditions would be impossible. Some of the circumstances referred to by Douglas were recited.

"Under these circumstances," His Grace remarked, "I see no mode of establishing a purely representative legislature, which would not be open to one of two objections. Either it must place the Government of the colony under the exclusive control of a small circle of persons, naturally occupied with their own local, personal or class interests, or it must confide a large amount of political power to immigrant, or other transient foreigners, who have no permanent interest in the prosperity of the colony.

"For these reasons I think it necessary that the government should retain, for the present, a preponderating influence in the Legislature. From the best information I can obtain, I am disposed to think it most advisable, that about one-third of the Council should consist of the Colonial Secretary and other officers, who generally compose the Executive Council; about one-third of magistrates from different parts of the colony; and about one-third of persons elected by the residents of the different electoral districts. But here I am met by the difficulty that these residents are not only few and scattered, but (like the foreign gold diggers) migratory and unsettled, and that any definition of electoral districts now made, might, in the lapse of a few months, become wholly inapplicable to the state of the colony. It would, therefore, be trifling to attempt such a definition, nor am I disposed to rely on any untried contrivance which might be suggested for supplying its place—contrivances which depend for their success on a variety of circumstances, which, with my present information, I cannot safely assume to exist.

"By what exact process this quasi-representation shall be accomplished, whether by ascertaining informally the sense of the residents in each locality, or by bringing the question before public meetings, or (as is done in Ceylon)

by accepting the nominee of any corporate body or society, I leave you to determine. What I desire is this, that a system of virtual though imperfect representation shall at once be introduced, which shall enable Her Majesty's Government to ascertain, with some certainty, the character, wants and disposition of the community with a view to the more formal and complete establishment of a representative system, as circumstances shall admit of it.

* * * With these explanations, I have to instruct you first to proclaim a law securing to Her Majesty the right to allot the above salaries to the officials of British Columbia; and, having done so, to give publicity to the enclosed Order-in-Council and to convene as soon as possible, the proposed Legislature."

THE PIONEER LEGISLATURE.

And a Legislative Council on the lines indicated in the Duke of Newcastle's despatch was convened. It consisted of officials of the colony, of magistrates and of elected representatives in about equal numbers. The first council came into existence in 1863 and sat for the year 1864. The members were: The Hon. Arthur Birch, Colonial Secretary; Hon. Henry P. P. Crease (afterwards Sir Henry), Attorney-General; Hon. Wymond O. Hamley, Collector of Customs; Hon. Chartres Brew, Magistrate, New Westminster; Hon. Peter O'Reilly, Magistrate, Cariboo East; Hon. E. H. Sanders, Magistrate, Yale; Hon. H. M. Ball, Magistrate, Lytton; Hon. J. R. Homer, New Westminster; Hon. Robt. T. Smith, Hope, Yale and Lytton; Hon. Henry Holbrook, Douglas and Lillooet; Hon. James Orr, Cariboo East; Hon. Walter S. Black, Cariboo West; Mr. Chas. Goode, who married a daughter of Sir James Douglas, was clerk or secretary of the Council.

Of these pioneer legislators, two are still living; so also is the Clerk. Hon. Mr. Hamley, for some years Collector of Customs at Victoria after the union of the colonies, is in retirement at the capital; Hon. Arthur N. Birch, subsequent to his leaving British Columbia, was appointed to an important position in Ceylon, was knighted, and is now living in London, England,

as agent of the Bank of England. Mr. Goode is living in England. Four of the number died within a year of the writing, Hon. Peter O'Reilly, who was for many years Indian Commissioner for the province; Sir Henry P. P. Crease, who was knighted after retiring from the Supreme Court Bench; Hon. E. H. Sanders, in California, and Hon. James Orr, the last of the number to be laid away. Lt. Col. R. Wolfenden, who was Queen's printer in those days and the first to serve Her Majesty in that capacity in British Columbia, is still in harness, the only difference being that he is printer to His Majesty instead of Her Majesty. The others have long been memories among the shades of the band of pioneers, who left this coast for the shores of the hereafter.

About this time took place an event of some note. The terms of office of James Douglas as Governor of Vancouver Island and British Columbia, respectively, expired almost concurrently, they being but a few months apart. Those few months remaining of his term in British Columbia he decided to spend in New Westminster, to which place he removed in the fall of 1863. He was the recipient of many marks of esteem and respect on the part of the citizens of both the Island and the Mainland, from whom he received testimonials and by whom he was banquetted. In addition to that, however, his services in his public capacity were rewarded by the distinction of knighthood, the first recipient of such a title on the Pacific coast; and here, perhaps, is the place for a word as to the qualities and qualifications of the founder of the most westerly province in the Dominion of Canada. The editor of the *British Colonist* at the time the official news of knighthood was received, who was no less than Amor de Cosmos, a strong opponent of the government as administered by Sir James—and a remarkable man in his way—had this to say: "If we have opposed the measures of the Government, we have never in our public acts of the executive head of that Government failed in our esteem for the sterling honesty of purpose which

has guided those acts, nor for the manly and noble qualities and virtues which adorn the man."

SIR JAMES DOUGLAS.

Sir James was, perhaps, the most remarkable man that has appeared in the public arena in the province of British Columbia. A Scotchman by descent through the line of the Black Douglas, educated in Scotland, and associated for his earlier years with the members of the Northwest Company, who were his countrymen, he both inherited and acquired many of those distinguishing characteristics which seem to reflect the ruggedness and strength of their native mountains, and much of the picturesqueness and charm of Caledonian scenery. Sir James Douglas was a large man physically and mentally. He had strength alike of physique and character. Although at the age of sixteen he sought the wilds of the Northwest in the employ of a fur company, he had had a liberal education, and throughout his career he aimed to increase his stock of knowledge and increase his accomplishments. He retained and strengthened the moral rectitude of his youth. In his principles he represented the old-fashioned punctiliousness in regard to details of all kinds, with progressive and far-seeing views of business and public policy. He combined a genius for business with a love of nature, of family, of literature, of devotion. His love of order, his respect for the conventionalities of office, his becoming self-respect, gave rather too much the impression of pompous display and an assertion of superiority, both of which were foreign to his nature. Sir James loved to magnify the office, but not the man. He was a strong, masterful man, with the faults that such men have—a tendency to rule with too firm a hand, to brook no opposition, to be perhaps overbearing, traits which were developed unusually under the one-man rule of the Hudson's Bay Company, and necessary in the conditions under which that wonderful corporation carried on its operations over a vast extent of the New World. He had a good mastery



James Douglas

of French, which he spoke fluently with a correct accent; had a wide knowledge of history and political economy; conversed with ease and entertainingly; rose early and rode and walked a great deal; was tenderly devoted to his family; was constant in religious exercises; assiduous in the performance of official duties; and generally was a man who acted well his part in life and did honor to his high position in the state. Of splendid physical proportions and herculean strength, he had an imposing presence. He possessed the quality of personal magnetism in a high degree, and exercised corresponding influence with all with whom he came in contact. Cool, calculating and cautious, he was also courageous and prompt to act, combining the dominating characteristics of Anglo-Saxon and Celt. When he retired he still possessed considerable vigor of mind and body, and might still have continued to take an active part in the affairs of the country; but he had probably reached that stage in the development of the province at which he was more in spirit with the past than the present, where others more in harmony with new conditions would rule with greater acceptance to the people. He had acted a part in affairs that redounded highly to his credit and to the welfare of a budding colony, with tact, intelligence, rare ability, and high conception of and conscientious application to duty. Had his early training been in the field of politics and his lot been cast in a wider and more important sphere he could have and undoubtedly would have taken a place in history. He had the qualifications which make men of mark. In estimating him as a man and as an official we must judge him by the success he achieved in the sphere in which he moved. His record in that respect was the best possible.

When he retired from public life, accepting his well-earned honors, he visited his native land. He went to England by way of Panama, and after spending some time in Great Britain, visited the continent, through the countries of which he made a leisurely circuit, and returned to his adopted and ultimate home in British Columbia, for which he had an ardent attach-

ment, after about a year's absence. His impressions of his travels, as recorded in his journal, are most interesting reading and throw many luminous side-lights on his character and qualities. He lived in retirement with his family in Victoria until August 2nd, 1877, upon which day death came as a hasty and unexpected messenger to call him to his final home. He lives gratefully in the memory of the older inhabitants of the province. He is also remembered by a monument of stone in the grounds of the Parliament buildings at the capital, and his statue occupies a niche at one side of their main entrance, a corresponding niche being filled by another commanding figure, that of the late Sir Matthew Baillie Begbie, whose selection to bracket with that of Sir James was wisely made by the designers of that splendid structure, adorning the sward "across James Bay."

SIR MATTHEW BAILLIE BEGBIE.

Sir Matthew was one of the remarkable characters, and a notable figure, of British Columbia history. He was Chief Justice from his appointment in 1859 until the day of his death, June 11th, 1894. Even a brief outline of the founding and development of the western province of Canada would be incomplete without a pen sketch of a man who so strongly impressed his character upon the administration of justice, notable for its completeness and effectiveness at a time when firmness was most needed. This is furnished by the late Sir Henry Crease, for many years a colleague on the bench:

"Accompanied by his faithful henchman, Benjamin Evans, who drove the Court over twenty times from Yale or Ashcroft (after the C. P. R. reached it) to Cariboo and back without an accident, and his trusty friend, Charles Edward Pooley, as Registrar, he traversed the province wherever it was necessary in the interests of law or justice to go. His unflinching administration of the law from the outset of the colony in 1858 to his death in 1894, at a time when—mixed with a great many good men, it is true—

the miners and the class of men who came with them comprised many of the wildest characters under the sun, whose sole arbitrament in their quarrels in other countries had been knife and revolver, struck such terror into wrong-doers and defiers of the law from his first assize at Langley in 1859, to the time of his death, that the peace of the country was thoroughly secured—and the wilder spirits were tamed to such an extent that even in difficult cases the court relied confidently on their assistance under a short special enactment, as jurors, and was never disappointed of their aid when so invoked. The result was that the whole of the country could be traversed from end to end by all men without weapons, except sufficient to protect themselves from wild animals or for subsistence—a course in which he was effectually supported from first to last by all the judges who sat with or have succeeded him, to the great benefit, as the statute hath it, of person and property and the peace, order, and good government of the colony. He was a man over six feet (six feet four) in height, strong, and active in proportion, a good sportsman and an excellent shot. His abilities and his accomplishments were of the highest order, and his hospitality and his social qualities gained him fast friends in every direction. So take him for all in all we shall not often look upon his like again.”

UNION AND THE CAPITAL.

Really Douglas did not lay down the reins of office until the spring of 1864, when his successors arrived—Arthur Kennedy as Governor of Vancouver Island, in March, and Frederick Seymour, formerly Governor of British Honduras, in April, as Governor of British Columbia. The decision to appoint separate Governors for the colonies was in deference to local feeling on the Mainland. Governor Douglas, of course, had his official residence in Victoria, where he and his family had always resided since their removal from Fort Vancouver; and the other leading officials of British Columbia also preferred to live in Victoria. As might be expected it constituted a grievance

on the part of the people of New Westminster, then the leading and practically the only town of any importance on the Mainland. Sectional feeling was even then strong; it was still more embittered subsequently, and has not completely died out until the present day. With the division of the governorship was linked a permanent and definite basis for the civil list for both colonies. With the arrangement for separate governors and separate civil lists was associated the desire expressed on the part of the Imperial authorities to see the colonies united under one government, and upon this point the views of both Governors Kennedy and Seymour were sought.

In considering the question of union, it may be stated briefly that the majority of people on the Island of Vancouver, and especially in Victoria, were in favor of it. The majority of residents of the Upper Mainland, who as a rule had their starting point at Victoria, and who when they came to the coast wintered there, were also in favor of the Island capital. It was the centre of business and government at that time, and was then as it is now a very desirable place of residence. The Lower Mainland, however, and in particular, the city of New Westminster, was opposed to the proposed union. As to which place should be the capital was really at the bottom of the issue, and even when not brought into the discussion was ever present in the minds of both parties. New Westminster feared, owing to the larger population, greater influence and enhanced attractions of Victoria, that it would be chosen, and the people of Victoria for similar reasons were confidently hopeful that it would be. Governor Kennedy reports the majority of the House of Assembly of Vancouver Island as "in favor of unconditional union with British Columbia," and while the Legislative Council did not care to express an opinion, he was nevertheless in a position to state that nearly all, if not all of the *ex-officio* members were also in favor. He avoided the question of the location of the capital, but stated that "I have abstained from expressing any public opinion, or exercising any influence I may possess, in encouraging this movement, but I have no doubt that the expression of the former and

legitimate use of the latter, if acquiesced in by Governor Seymour, would immediately remove all serious opposition to a union of these colonies, which I consider a matter of great Imperial, as well as colonial interest."

Governor Seymour's views of the subject are somewhat in doubt. In a despatch to the Home Government, he expresses the opinion that union with Vancouver Island is not desired in British Columbia. His sympathies were entirely with the city, where he had his official residence. He says: "In the event of union taking place, a question which will locally excite some interest is as to the seat of government. Victoria is the largest town of the two colonies, and is, in many respects, the most agreeable place of residence. I think, however, in seeking union with British Columbia, she relinquishes all claims to the possession within her limits of the seat of government. New Westminster has been chosen as the capital of British Columbia, and it would not be fair to the reluctant colony to deprive her of the Governor and staff officers. Both of these towns are inconveniently situated on an angle of the vast British territory; but New Westminster on the Mainland, has the advantage over the island town. It is already the centre of the telegraphic system, and is in constant communication with the upper country, whereas the steamers to Victoria only run twice a week. The seat of government should be on the Mainland; whether it might with advantage be brought, hereafter, nearer to the gold mines is a question for the future." It may be interesting to note in this connection that years after, when the colony of British Columbia had become a province of the Dominion and the question of erecting the present new Parliament buildings was before the country, a suggestion was strongly supported in the upper country that the capital should be removed to Kamloops, as being strategically safer in case of war and more central. Doubtless, Kamloops, in a period of hostility, would afford the necessary security, and would be a delightful site for a capitol building, but considering the vast extent of territory to the northward opening up and to be opened by railways, it would be anything but a central location. Future

generations will probably agree that, taking all in all, Victoria was well chosen for the purpose.

The subject of union continued to be a live issue, for a time practically the only public issue of importance. There were petitions and counter petitions. Finally, union, strongly supported by the Imperial authorities, took place and went into effect on the 17th of November, 1866. The matter of the selection of a capital, however, was not then settled. Governor Seymour strongly opposed Victoria, and did not withdraw his opposition until the position of the Home Government was clearly defined and he advised the Legislative Council in 1868 to come to a decision and to assist him in so doing. The decision was in favor of Victoria, where the first united Parliament of British Columbia sat in that year, and continued to sit for ever afterwards. Governor Seymour stated in his speech at the opening of the Legislative Council in the year referred to that Her Majesty's Government was of the opinion that he had held an extreme view as to the extent to which the public faith and honor are pledged to the purchasers of land in New Westminster. Undoubtedly a great many persons had been induced to buy property in New Westminster on the strength of its being selected as the capital of a new colony, but upon the union of the two colonies, which was without any doubt advantageous from many points of view, it was necessary to select or reject one of the two capitals. Victoria at the time was by far the most important point of the two, and the Home Government regarded "public convenience as the main guide in the selection of a seat of government." Sir Henry Crease states that "those who on the faith of the royal proclamation staked their all were simply ruined, without redress or compensation, leaving behind a wound and a sense of deliberate injustice in the minds of the Mainland against the Island that has never been entirely healed, although the reason given that it was necessary to consolidate not only to save the unnecessary expense of two governments and two sets of officers where one would do, especially to prepare for Confederation, was not without great weight."

The question of Confederation with Canada was also mixed up with that of union of the two colonies and the fixing of a place as capital. At the very time when an effort was being made to unite British Columbia and Vancouver Island on the Pacific coast, a similar movement was on foot on the Atlantic side of the continent to bring together in one federation the separate British colonies there. Though far removed from the old Canadas and separated by almost insuperable physical obstacles, the sentiment of the east began to be reflected in the west, more especially as the scheme of Confederation completed in 1867 made provision for the bringing in of British Columbia, and we shall tell in the next chapter how that was brought about.*

STORY OF CONFEDERATION.

Confederation came about in a way in British Columbia entirely different from that in any of the other provinces. It is scarcely necessary to review the events which led up to the union of four provinces in 1867. Although the Maritime Provinces wanted an alliance of their own, they did not take kindly to one with Canadians, as the inhabitants of Ontario and Quebec were then exclusively known, and it was only by political strategy that it was accomplished in the case of New Brunswick and Nova Scotia, while Prince Edward Island remained out for some time after. Quebec at heart was not with the movement, although she joined hands with Ontario, having first fixed her representation. Manitoba cost the Dominion a rebellion. Her entry into the Federal compact was badly managed, and an unnecessary grievance created, which prejudiced the cause for the time being. In the east Confederation arose largely out of a sentiment of unity. It was an idea—a grand consummation into the accomplishment of which the leaders of both parties entered with enthusiasm. There were many diverse elements and interests

*The story of Confederation as given in the following pages was first prepared in 1896, and was published in the *Vancouver World*, and subsequently in the *Year Book of British Columbia*. It is a very necessary part of the narrative, in fact, one of the most interesting and important in the history of the Province. As the author feels that he has given his best efforts to it, and cannot hope to materially improve it, the chapter has been carefully revised and reproduced.

to consider, many difficulties in the way, but there were also many obvious disadvantages in remaining apart; and when the fathers of Confederation had made up their minds to succeed and went seriously to work, the difficulties were soon overcome. It was an experiment at first, and no man could confidently predict the outcome. There were local irritations, provincial prejudices and weighty obligations to make good. For a time not a few able, conscientious and truly loyal men, who subsequently became good Canadians and heartily acquiesced, looked on with misgivings and gravely doubted the wisdom of the experiment. If, however, the British possessions in North America were to remain British, Confederation was inevitable. Amalgamation and structural organization were rapidly going on on the United States side of the line, and such a political force could only be counterbalanced and restricted by a similar movement on this side. In the east, therefore, as has been intimated, the stimulus to Confederation was political and national, and was so in spite of local considerations. Manitoba, on the other hand, was a territorial purchase, and was virtually created at the time of its union with the other provinces, and had it not been for the community of Metis, whose fears were inspired by an ambitious zealot, abetted by a few American citizens, there would have been nothing either in the way of local interests or sentimental objections to have interfered.

In British Columbia the conditions were entirely different from, and the considerations of a nature totally unlike those which affected the eastern half of Canada. Geographically, the Crown Colony was far removed from the seat of Government. An almost insuperable barrier of mountains cut it off from the rest of the British possessions. A vast, unbroken and practically uninhabited plain separated it from the nearest province. Politically or socially, the influences of Eastern Canada did not extend to within a thousand miles of its extremest boundary eastward. There was absolutely no land communication, and, apart from Hudson's Bay Company fur caravans, only one or two parties had ever come overland. There were comparatively

few Canadian-born residents, and these were mainly among the pioneers who had left their native place while Confederation sentiment was still in its infancy, and who had formed new associations, and, to some extent, new ideals and objects in life. The population was largely British-born, with not a few Americans interspersed. The country, in its physical configuration, its resources, its requirements, was in every sense foreign to Canada. Communication and trade were wholly with the Pacific Coast and Great Britain, and sympathies to a considerable extent followed in the line of trade and travel. It is not to be wondered at, therefore, that there was an important element opposed to Confederation at the outset.

The mainspring, however, was not sentimentalism. It was not with the idea of rounding off Confederation, or building up a commonwealth from ocean to ocean, with a common organic structure and a common destiny—nothing of the kind. While there were prominent men in the colony, like the late Hon. John Robson, F. J. Barnard, and the Hon. Amor de Cosmos, who hailed from Canada, and who were no doubt imbued with aspirations of a kind that directed the movement in the east, yet the mass of the population was not influenced by such considerations, and that was the most natural thing in the world. It could not have been expected to be otherwise. Dr. Helmcken, who opposed Confederation conscientiously as well as ably, during the debate to go into committee on the terms submitted by Governor Musgrave, said with much force that “No union between this colony and Canada can permanently exist unless it be to the material and pecuniary advantage of this colony to remain in the Union. The sum of the interests of the inhabitants is the interest of the colony. The people of this colony have, generally speaking, no love for Canada. They care, as a rule, little or nothing about the creation of another empire, kingdom or republic. They have but little sentimentality, and care little or nothing about the distinctions between the form of Government of Canada and that of the United States. Therefore, no union on account of love need be looked for. The only bond of

union, outside of force—and force the Dominion has not—will be the material advantage of the country and pecuniary benefit of the inhabitants. Love for Canada has to be acquired by the prosperity of the country and from our children.”

Dr. Helmcken did not represent the feelings of British Columbia in so far as the desire for Confederation was concerned. To rightly understand the feelings of the people on the subject we have to go back to the conditions of the time. The situation has already been described, which in one word, in relation to Canada, was isolation. The circumstances, however, were these: The Province was heavily in debt, the liabilities being around \$1,500,000 for about 10,000 white people. The after effects of the Cariboo gold fever were being experienced. Prosperity had vanished, times were depressed, money was scarce, and there were no prospects ahead except the chance of new gold fields being discovered. A great many people deplored the loss of a free port, to which they attributed a good deal of their former prosperity. On the Mainland, where the Confederation movement was the strongest, there existed a keen dissatisfaction over the removal of the capital from Westminster. And so all around there was a desire for change. As a Crown Colony there were only two roads open which offered any hopes of betterment—Confederation or Annexation. While there was a slight movement in the latter direction, and a petition had been gotten up in its favor, signed mainly by Americans; and, while there was a modicum of truth in what Dr. Helmcken said about the majority of people caring little about the distinctions as to the form of government of Canada and the United States, yet British Columbia was essentially loyal to British institutions and to the British flag. As a political possibility annexation was not to be thought of, and the sentiments expressed by the fathers of Confederation in British Columbia, in the debate referred to, showed to what small extent the annexation movement had influenced public opinion; union with Canada, if it meant no more than continued connection with the mother

country, in that respect was unobjectionable at least. It was, in fact, preferable to annexation. Isolation seemed to be hopeless and unendurable. Change was necessary.

THE C. P. R. AS A FACTOR.

For some years before, the subject of a trans-continental railway had been much discussed, both in Great Britain and Canada, and with the writings of prominent men on this subject British Columbians were familiar; because, as a class they were educated, intelligent and well-informed—highly superior to any similar number of men in the other provinces—a fact easily accounted for. Many were graduates of universities and well connected, a select company of adventurers, so to speak. A railway from ocean to ocean was a popular theme. It opened up new vistas of possibilities not only for Canada, but the Empire. To Canadians it meant a chain to bind the disconnected British possessions together; it meant an outlet to and inlet from the West; it disclosed a new Dominion of great magnitude and promise. It was a subject brimful of opportunity for the eloquence of oratory and the pen-picturing of the essayist. To Great Britain it afforded that alternative route of commerce long sought for in the North-West passage, for the discovery of which her seamen had been diligent and persistent; and for military transport in case of war. It is not easy to give due credit for the first advocacy of a Canadian trans-continental railway. It goes quite far back in Canadian history. It was discussed by Judge Haliburton, and was a dream of Hon. Joseph Howe. We find a route well defined in an article that was contributed by an officer of the "Thames City," which brought out a detachment of the Royal Engineers and Sappers & Miners in 1859, to a paper published on board. Curiously enough, the route then indicated, was the one that was subsequently followed in actual construction. As a matter of fact, the project at various times was widely discussed. Like so many other great enterprises of national importance, it was a long time in the public mind before it assumed concrete form. In British Columbia,

Mr. Alfred Waddington was the first and foremost advocate. He was an enthusiast on the subject and devoted much of his time and energy to acquiring information and in an agitation for a railway via Bute Inlet. Begg's history of British Columbia contains the following reference to his later efforts: "Mr. Waddington proceeded to London, and petitioned the House of Commons, in the interests of British Columbia. His first petition of the 29th of May, 1868, was signed by himself; the second (3rd July) was presented by Viscount Milton. It was largely signed by parties connected with British Columbia, and showed that that Colony was 'for all practical purposes, isolated from the Mother Country, and surrounded by a foreign state, and great national difficulties'; that it was 'entirely indebted to the United States for the carriage of its letters and emigrants, and almost entirely for the carriage of goods required for trade and domestic purposes; that a graving dock was required; that it was of great public importance to secure the advantages of an overland communication through British North America, which would be the shortest and best route to China, Japan and the East; that the overland communication sought for would perpetuate the loyal feelings of the colony, and that a line of steam communication from Panama to Vancouver Island should in the meantime be subsidized.' Mr. Waddington after remaining in London until 1869, returned to Ottawa, and continued to advocate the construction of a trans-continental railway, until after Confederation. He sold the plans of his overland route through British Columbia to the Dominion Government in August, 1871. He died in Ottawa of smallpox in February, 1872."

As Confederation was the order of the day, and was being successfully accomplished, the people of British Columbia were not slow to see that in the undertaking of such an enterprise lay their hopes for the future. With a railway having one terminus at Halifax and the other on the shores of the Pacific, they recognized the importance of their position geographically and commercially—a position which in annexation would only and always

be secondary to San Francisco, but in Confederation second to none. In all the political habiliments, paraphernalia and belongings, clothing, surrounding, and attaching to Confederation the one main object—the essence of it all was a railway—direct communication with the East. As Dr. Helmcken might have expressed it, they loved not Canada for what she was, but for what she would do for them. They noted the terms under which the other provinces had entered the Federal Union—debts assumed, allowances made for differences of degree and conditions, annual subsidies in lieu of existing revenues, provincial autonomy, and so on. They knew further the anxiety there was to extend the Dominion of Canada westward to the Pacific Ocean. To be relieved of debt, to throw off the weight of an overweighty officialdom and to secure a railway and still possess the sovereign rights of self-government, by the one act of union, was a consummation devoutly to be wished. The people of British Columbia were wise in their day and generation and knew or thought they knew, how to make a good bargain, and whatever may be the difference of opinion that exists to-day as to the position of this province in the Dominion, they flattered themselves, when the news came from Ottawa as to the outcome of the negotiations there, that they had done well. And who will say, considering the circumstances of the province at that time, and its impotency to do for itself what the Dominion Government had agreed to do for it, that the issue did not justify some measure of self-satisfaction? This is what it got: A railway 3,000 miles long to be begun within two years; \$100,000 a year in lieu of lands to be given for railway in question; 80 cents per head of a population computed at 60,000; deliverance from \$1,500,000 of debt; \$500,000 for a dry dock at Esquimalt; superannuation of officials; \$35,000 a year in support of the government; five per cent per annum on the difference between the debt and that of Nova Scotia and New Brunswick pro rata of the population; Indians to be cared for by the Dominion and nine representatives at Ottawa, three senators and six members in the House of Commons. In lieu of this

the province gave the land included in the railway belt, its customs and excise revenues, the control of the general affairs now within the jurisdiction of the Dominion Government, which then pertained to its colonial status. These terms were subsequently modified to some extent, favorably to the province, but not in any essential respect.

Looking at it from the standpoint of to-day it would be a difficult task indeed, and perhaps a not over-wise one, to decide as to which of the two parties to the negotiations really made the better bargain. Speculation would not be quite idle as to what this province would be standing alone as a Crown Colony; but we cannot come to a definite conclusion. Great life and energy have been imparted to the people and great development has resulted. The foundation has been laid for things many times greater in comparison, the magnitude of which we are not yet in a position to realize. It is true the province is paying a too substantial dividend to the Dominion for the latter's investment, and is under no financial obligations for the advantages it has derived. On the other hand, the Dominion, in order to carry out the terms of the bargain with British Columbia, assumed enormous obligations, under which she staggered for a time, but Canada to-day without the West would not rank higher in the category of countries than one of the States of the American Union. With the prestige which a trans-continental line with its trans-Pacific connections has given her, with the markets that have been afforded to her manufacturers thereby, and the wealth that has been added to her domain, the taking of British Columbia into the family compact has constituted it the supreme achievement of Confederation.

THE PRELIMINARY STEPS.

To come back to the starting point of Confederation in British Columbia; that may be said to have been the union of Vancouver Island with the Mainland. No doubt the dissatisfaction in the Westminster district over the removal of the capital had much to do in stimulating the movement, and

its foremost advocates belong to the Mainland. It is true that the Hon. Amor de Cosmos, in Victoria, had been among the first—if he was not indeed the first—to publicly advocate it in his paper, the “Standard.”

However, it first came prominently to the front during the session of 1867, when a resolution was unanimously passed in its favor, requesting Gov. Seymour “to take measures without delay to secure the admission of British Columbia into the Confederation on fair and equitable terms.” Gov. Seymour, it may be remarked, was at first not favorably disposed to a union with Canada, and whatever his influence with the executive may have been in this regard is not known; but at all events, when the session of the following year was held, little or no progress had been made in the direction indicated by the resolution in question, and, as a matter of fact, the members of the Government seemed to have changed their attitude in regard to it, and when the subject was again introduced it met with overwhelming opposition. As a result of the action taken, or rather, not taken, by the Executive Council, an agitation was started throughout the country for the purpose of bringing it to an issue.

At a meeting held in Victoria on January 29, 1868, a committee was appointed, consisting of Messrs. James Trimble, Amor de Cosmos, I. W. Powell, J. R. Findlay, R. Wallace and H. E. Seeley, who drew up and signed a memorial, which set forth, among other things, the resolution unanimously passed by the Legislative Council, already referred to; that a public meeting had been held at the same time expressing concurrent views with the Legislative Council; that the people of Cariboo had held in the previous December a highly enthusiastic meeting, and unanimously passed a resolution in favor of immediately joining the Dominion; that public opinion was overwhelmingly in favor of Confederation; that there was only a small party other than Annexationists who were opposed; that nearly all the offices belonged to the latter party; that there was only a small party in favor of annexation to the United States; that Governor Seymour had not made

any representations to the Dominion Government asking for admission, as requested; that the Legislative Council, composed as it was of officials and others subject to the will of the Government, could not be depended upon to express the will of the people, and so on.. These and other representations were contained in the memorial which was addressed to the Dominion Government.

Hon. S. L. Tilley, the Minister of Customs, sent the following reply, dated Ottawa, March 25, 1868: "The Canadian Government desires union with British Columbia, and has opened communications, and suggests immediate action by your legislators and a passage of an address to Her Majesty requesting union with Canada. Keep us informed of progress."

On the 21st of May of the same year a Confederation League was formed in the city of Victoria, of which the following gentlemen formed the Executive Committee: James Trimble (Mayor), Captain Stamp, Dr. Powell, J. F. (now Hon. Justice) McCreight, Robert Beaven, J. D. Norris, George Pearkes, R. Wallace, C. Gowen, M. W. Gibbs, Amor de Cosmos and George Fox. The League began with a membership of one hundred in Victoria, and branches were formed in several places on the Island and the Mainland.

On July the 1st of the same year, what was described as "a largely attended and spirited open-air meeting" was held at Barkerville, Cariboo, at which strong resolutions were passed unanimously condemning the Government for opposing Confederation and favoring "some organized and systematic mode of obtaining admission into the Dominion of Canada." At this meeting Mr. J. S. Thompson, afterwards a member of Parliament, made an effective and eloquent speech in moving a resolution, which, by the way, was seconded by Mr. Cornelius Booth, late Supervisor of the Rolls for the Province. Before the meeting adjourned a committee of five was appointed to carry out the wishes of the meeting in furthering what had been advocated.

The next most important step in the agitation was the holding on September 14 the somewhat celebrated convention at Yale, at which most of the

leading men of the province were present. A committee was then appointed, composed of Hon. Amor de Cosmos, Messrs. Macmillan, Wallace and Norris, of Victoria; Hon. John Robson, New Westminster; and Hon. Hugh Nelson, of Burrard Inlet, to carry out the objects of the Convention. The proceedings of this Convention were very much criticised at the time, and were the subject of not a little ridicule on the part of those who were opposed to the movement.

At the next meeting of the Legislature, in 1869, the question was again brought up, with the result that the Government carried an adverse resolution as follows: "That this Council, impressed with the conviction that under existing circumstances the Confederation of this colony with the Dominion of Canada would be undesirable, even if practicable, would urge upon Her Majesty's Government not to take any steps toward the present consummation of such union." Messrs. Carrall, Robson, Havelock, Walkem and Humphreys, who stated that they had been returned as Confederationists, entered a protest against the passage of the resolution, and placed on record their disapproval of the action of the Government.

Despite the attitude taken by the Government, events about this time began to hasten that which facilitated in rather an unexpected way the bringing about of Confederation. There was considerable talk of annexation on the part of, it is true, an inconsiderable minority of American citizens, and a petition which was circulated and signed principally by the latter, was sent to the President of the United States, praying for admission into the Union. In June of that year Governor Seymour, whose sympathies and influences during the preliminary portion of the agitation for Confederation had been on the side of those who were opposed to it, but whose opposition, we are led to understand, was subsequently withdrawn—the result of his visit to England—died. Anthony Musgrave, whose instructions were to bring about Confederation as speedily as possible, in conformity with the Imperial policy, succeeded him. Governor Musgrave, we are told, "was admirably fitted for

the work of reconciling the opposing elements, and his efforts were easily successful." Since the time that the first resolution had passed the House, when it was unanimously agreed to, the events in Canada had led to a temporary damper in the enthusiasm at first displayed over Confederation. There was the dissatisfaction existing in Nova Scotia, which did not augur well for the success of the Union, and the trouble in Manitoba, which at the time the Legislative Council sat, in 1870, had not yet been settled satisfactorily. These no doubt created unrest in the minds of some of the leading men in the colony, especially in Victoria, as to the wisdom of joining hands with the Dominion while as yet Confederation was, so to speak, only in the experimental stage. There were in British Columbia indications of improvement of the situation, owing to mining excitement, the result of new discoveries, and it was thought by some, notably Dr. Helmcken, that it would be better to wait a little longer in order to judge more accurately of the results of Confederation in the other provinces, and in case of times improving, as seemed probable, British Columbia would be in a better position to demand her own terms than if she went into the Union on the first invitation.

However, Governor Musgrave was anxious to carry out his instructions, and no doubt wished to have the honor of bringing the matter to a successful issue during his term of office, and he succeeded, as we shall see, in bringing the Executive to his way of thinking. Prior to the session of 1870 he had, with his Council, framed resolutions to lay before them so as to enable him to deal with the Government of Canada. It was agreed that the terms of Union should not be finally accepted until ratified by the people, and authority was to be asked to reconstitute the Legislative Council, so as to allow the majority of its members to be formally returned for electoral districts, and thus obtain expression of opinion of the people of the colony.

The terms of Union proposed by the Governor were, briefly: Canada to assume the debt of British Columbia; to pay \$35,000 yearly for the support of the local Government, and 80 cents per head of the population, to

be rated at 120,000, the rate of 80 cents to be continued until the population reached 400,000, the subsidy thereafter to remain fixed; to commence at once the survey for a line of railway; to complete a wagon road to Lake Superior within three years after Confederation, and not less than \$1,000,000 to be spent in any one year in its construction; to guarantee 5 per cent interest on a loan of \$500,000 for the construction of a graving dock at Esquimalt; to provide fortnightly steam communication with San Francisco; to give regular communication with Nanaimo and the interior; to build and maintain a Marine Hospital, a Lunatic Asylum and a Penitentiary; to maintain the Judiciary and the Postoffice and Customs services; to use its influence to retain Esquimalt as a station for Her Majesty's ships and to establish a volunteer force; to provide a pension for the present officers of the Government; and to allow interest at the rate of 5 per cent per annum on the difference between the actual amount of the indebtedness of the colony, per head of the population, rated at 120,000, and the indebtedness per head of the other provinces.

THE DEBATE ON CONFEDERATION.

On Wednesday, March 9, 1870, began the memorable debate on the subject of Confederation with Canada, when the then Attorney-General, Hon. (late Sir Henry P. P.) Crease, rose to move: "That this Council do now resolve itself into committee of the whole, to take into consideration the terms proposed for the Confederation of the Colony of British Columbia with the Dominion of Canada, in his excellency's message to this Council." "In doing so," he said, "I am deeply impressed with the momentous character of the discussion into which we are about to enter, the grave importance of a decision by which the fate of this, our adopted country of British Columbia, must be influenced for better or for worse, for all time to come. And I earnestly hope that our minds and best energies may be bent to a task which will tax all our patriotism, all our forbearance, all our abnegation of self and selfish aims; to combine all our individual powers into one great

united effort for the common good." He then invoked the Divine blessing in the following words: "May He who holds the fate of nations in the hollow of His hand, and crowns with success, or brings to naught the councils of men, guide all our deliberations to such an issue as shall promote the peace, honor and welfare of our most Gracious Sovereign, and of this and all other portions of her extended realms." His speech in introducing the resolution above was brief, but lucid and eloquent. "This issue is," he remarked, "Confederation or no Confederation," and pungently added, "Your question, Mr. President, that I do now leave the chair, means: That is the issue before us now." Thus was launched a discussion which, vigorously conducted for a number of days, landed the Province of British Columbia in the arms of the Dominion.

The debate to go into Committee of the Whole lasted three days, and nine days were occupied in discussing the details in committee. Some notable speeches were made, and probably no debate since that time brought into requisition greater talent, or better sustained and more dignified oratory in the Legislative Assembly. They were able men, some of them, who took part, and all the speakers were prominent in the affairs of the country. Among them were Attorney-General Crease, Dr. Helmcken, Amor de Cosmos, Thomas Humphreys, M. W. T. Drake, John Robson, Joseph Trutch, Hy Holbrook, T. L. Wood, F. J. Barnard, R. W. W. Carrall, E. Dewdney, G. A. Walkem—nearly all of whom are familiar to the newest comers as men having a high place in the affairs of the province. It would be impossible in a limited space to give even in outline the salient points in the debate.

Following the Honorable the Attorney-General came Dr. Helmcken, from whom the principal opposition arose. In the course of his remarks he said: "The honorable gentleman laid great stress upon the consolidation of British interests on this coast; but I say, sir, that however much we are in favor of consolidating British interests, our own must come first. Imperial interests can well afford to wait. We are invited to settle this ques-

tion now and forever; but I say that we are not called upon to do so. The matter will come before the people after the proposed terms have been submitted to the Dominion Government; and it will very likely happen that if these terms were rejected and others of a mean nature substituted by the Government of Canada for the consideration of the people of this colony, other issues may come up at the polls, and amongst them the question whether there is no other place to which this colony can go but Canada. Whatever may be the result of the present vote, it is impossible to deny the probability of the lesser being absorbed by the greater, and it cannot be regarded as improbable that ultimately not only this colony but the whole of the Dominion of Canada will be absorbed by the United States." As has already been stated, Dr. Helmcken dwelt largely on the fact that the time was inopportune to open the question, because he indicated that the new gold discoveries would bring a large population to the province, and that the present depression would be swept away, and that in that event the province would be in a better position to go to the Dominion and negotiate for terms.

In noticing the drawbacks of the colony he said: "The United States hem us in on every side. It is the nation by which we exist. It is a nation which has made this colony what it is; but, nevertheless, it is one of our greatest drawbacks. We do not enjoy her advantages, nor do we profit much by them. We do not share her prosperity, and we are far too small to be rivals. The effect of a large body and a small body brought into contact is that the larger will adopt the smaller and ultimately absorb it. And again, I say so, sir; I say that the United States will probably ultimately absorb both this colony and the Dominion of Canada. Canada will, in all probability, desire quite as much to join her ultimately as we do now to join the Dominion." Dr. Helmcken also objected to the Canadian tariff, which was lower than that of British Columbia at the time, and consequently unfavorable to the development of the agricultural industry. This was a matter that was very strongly dwelt upon by nearly all the members, and it was

held that in arranging the terms the Dominion Government would be specially induced to look after the interests of this province and see that the farmers were protected from competition from the neighboring territory of Washington and Oregon. The doctor held that Confederation would be inimical to nearly every interest of the province, and particularly to the farmers. He said it would be inimical to brewers, to the spar trade, to the fisheries, whaling pursuits and the lumber business. Of all the speeches delivered, his may be said to have been the most original.

Hon. Mr. Drake, member for Victoria City, moved the six months' hoist, saying: "I need not state, sir, that I have always been opposed to Confederation. I have consistently opposed Federation on any terms up to the present time, and I do not see any reason now to change my opinion." Mr. Drake took very much the same line of objection as Dr. Helmcken. He spoke particularly in regard to the Canadian tariff, which he said would place the farmers of British Columbia at a very great disadvantage compared with those of the United States. He claimed that distance from Canada, smallness of population, giving an insignificant representation in the Dominion Parliament, and the unsettled state of the intervening territory, would be insuperable barriers to the success of the scheme. The Hon. Mr. Ring, member for Nanaimo, seconded Mr. Drake's amendment, and spoke briefly. Hon. Mr. Robson, it is needless to say, though opposed to the Government, took a strong and patriotic position in favor of the original resolution. He always favored Confederation.

Perhaps the strongest speech was made by Hon. J. W. Trutch, Chief Commissioner of Lands and Works. His arguments were well presented, and his advocacy of Confederation moderate but firm. Regarding Canada, he said: "I believe, sir, that many of the objections which have been raised to Confederation have arisen from prejudiced feelings. I have no reason to be prejudiced against or partial to Canada. I believe the Canadians as a people are no better than others, and no worse. I have no ties in Canada.

nor particular reason for entertaining any feeling of affection for Canada." He repudiated some suggestions of Hon. Mr. Drake as follows: "The honorable junior member for Victoria asks what guarantee have we that the terms will be carried out. I say at once, sir, if the terms are not carried out, if the Canadian Government repudiate their part of the agreement, we shall be equally at liberty to repudiate ours. We should, I maintain, be at liberty to repudiate Confederation." He considered the time was most opportune. He was in favor of the province having the right to make its own tariff, so as to protect its farming interests, and hailed with pleasure the salmon laws of Canada and advocated the rights of the Indians. Concluding, he said: "As we shall, from our position on the Pacific Coast, be the keystone of Confederation, I hope we may become the most glorious in the whole structure, and tend to our own and England's future greatness."

Hon. Mr. Wood was the next speaker. He supported in an able and argumentative speech the amendment for the six months' hoist. His objections were, first, to the principles of the Organic Act of 1867, as applied to the British North American Provinces; second, to the special application of the principle to this province; third, to the mode in which the consent of its adoption was attempted to be obtained. Mr. Wood thought the principle of Confederation was bad in itself and would not work out successfully. He thought that Great Britain favored it from a selfish point of view, and not from considerations of broad statesmanship. With respect to British Columbia his objections were: Remoteness, comparative insignificance, and diversity of interests. As to the third objection, the mode of bringing about Confederation, he objected to it as not appealing to moral or political considerations, but to pecuniary motives. In other words, the people were being bribed by promises of a railway and a dry dock rather than being convinced by political advantages.

Hon. Amor de Cosmos made a long and vigorous though somewhat discursive speech. He claimed to be the first to advocate Confederation.

and as such condemned the Government for delaying so long. He remarked at the opening: "For many years I have regarded the union of the British Pacific territories, and of their consolidation under one Government, as one of the steps preliminary to the grand consolidation of the British Empire in North America. I still look upon it in this light with the pride and feeling of a native-born British American. From the time when I first mastered the institutes of physical and political geography I could see Vancouver Island on the Pacific from my home on the Atlantic; and I could see a time when the British possessions, from the United States boundary to the Arctic Ocean, and extending from the Atlantic to the Pacific, would be consolidated into one great nation." Mr. De Cosmos incidentally remarked: "If I had my way, instead of the United States owning Alaska, it would have been British to-day." He laid great stress on the terms of Confederation and was anxious to make as good a money bargain as possible. On that ground he objected to the financial arrangements as submitted by the Government as not creating sufficient surplus of revenue, and also to the fiction, as he termed it, of assuming the population to be 120,000 instead of 40,000. It may be remarked here, incidentally, that the assumption of 120,000 as the population of British Columbia was based not on an estimate of the actual number of people, including Indians, in the province, but on the relative tariff revenue as compared with that of Canada, which was as three to one. In other words, it was estimated that as every individual paid three times in tariff imposts what was paid in Canada, the population should be figured as 120,000 instead of 40,000. It is curious that the rate of revenue still maintains the same ratio. Our population is now 200,000. According to that method of figuring it should be 600,000 for the purpose of a subsidy.

Hon. Mr. Ring again spoke, advocating that the people should have an opportunity of deciding upon the terms before it was discussed by the House.

Mr. Barnard was the most enthusiastic supporter of Confederation, and he took up the subject, as he did anything in which he became interested,

with peculiar energy. Speaking as a Canadian born, he said: "I desire, before going further, to allude to a charge commonly laid against my countrymen—often offensively put, but yesterday put by the Hon. Mr. Wood in his usually gentlemanly way. It is that of Canadian 'proclivity.' As a native-born Canadian, in common with others, I love the land of my birth. We admire her institutions and revere her laws; but we never forget the land of our adoption, and we should no more consent to see her wronged by Canada than would the tens of thousands of Englishmen who have made Canada their home permit a wrong to be done her by England. * * *

As to that 'other issue' (meaning annexation), I have no fears for Canada, or this colony either. It used to be fashionable here in early days to associate the name of Canada with rebellion. It was the result of prejudice and ignorance and was a great mistake. * * *

To sum up, sir, I say that amongst the statesmen of Canada we may safely look for men fully competent to control the affairs of a young nation. They are men of as much ambition and grasp of thought as are the rulers in the adjoining states; and depend upon it, nothing will be left undone to advance the prosperity and well-being of every portion of their vast Dominion. We may safely repose full confidence in them."

Hon. Mr. Humphreys, for Lillooet, was somewhat fiery in his remarks, and though in favor of Confederation was much "agin" the Government. He wanted to see responsible government made a sine qua non of Union.

Hon. Mr. Carrall, another enthusiastic Confederationist, followed in a well-balanced speech, and coming from Cariboo, he had strong support in his constituents. Speaking of Canada, he said: "After she was prevented from going to the United States by that abrogation of the Reciprocity Treaty, she turned her attention to her own resources, and I believe she is now going to be one of the most progressive nations upon the earth. Undoubtedly she is determined to progress westward until she reaches British Columbia and

the Pacific, and with all her progressive tendencies she will not abate one jot of her loyalty for which now, as ever, she is distinguished."

Hon. Mr. Alston, Registrar-General, a representative of the official element in the House, supported the Government's resolution. Mr. Dewdney, the present Lieutenant-Governor, member for Kootenay, was in rather an awkward position, for, as far as he could ascertain, his constituents were opposed to Confederation, but, as he was unable to consult with them upon the terms submitted, he took the responsibility of supporting the resolution for Confederation. He said that "in the light that it now bears, that I do believe that their opinions would be in unison with that of the country generally—in favor of Confederation in terms now proposed." The debate was closed by brief remarks from Dr. Helmcken, defining his position, and the Honorable Attorney-General, Hon. Mr. Drake, member for Victoria City, withdrew his amendment, and the resolution was carried unanimously and the House went into committee of the whole.

The discussion for the next ten days was on matters of detail and was quite too long and irregular to endeavor to present in any concise form. The terms as submitted by Governor Musgrave were agreed to, with a few exceptions, the principal of which were that the annual grant of \$35,000 to be paid by the Dominion for the support of the local Government was raised to \$75,000, and the limit of population at which the amount of subsidy became fixed was changed from 400,000 to 1,000,000, and a series of supplementary resolutions added. Messrs. Helmcken, Trutch and Carrall were chosen by the Executive to go to Ottawa to arrange the terms with the Dominion Government. The sum of \$3,000 was voted to defray their expenses, and they left on May 10, 1870, by way of San Francisco. On the 7th of July the special correspondent of the "Colonist" telegraphed as follows: "Terms agreed upon. The delegates are satisfied. Canada to England. Carrall remains one month. Helmcken and your correspondent are on their way home."

The terms agreed upon have already been given in substance, and were confirmed by the Legislature upon its first meeting thereafter.

THE TERMS OF UNION.

In connection with the terms of Confederation submitted by Governor Musgrave and adopted in substance by the Legislative Council, supplementary resolutions, as has already been stated, were passed, stating: 1. That duties levied upon maltsters and brewers, under the Excise Law of Canada, would be detrimental to British Columbia, and requesting that no export duty should be charged on spars exported from British Columbia. 2. That the application of the Canadian tariff, while reducing the aggregate burden of taxation, would injuriously affect the agricultural and commercial interests of the community, and requesting that special rates of customs duties and regulations should be arranged for the colony. 3. That a geographical survey of British Columbia be made, such survey to be commenced one year after Confederation. 4. And that all public works and property as properly belonged to the Dominion under the British North America Act, should belong to British Columbia, and all roads to be free of toll of every kind whatsoever.

The terms of union agreed upon between the delegates from British Columbia and the Government of Canada differed from those adopted by the Legislative Council in the following respects: That the population should be estimated at 60,000 instead of 120,000; that British Columbia should be entitled to six members in the House of Commons and three in the Senate, instead of eight members in the House of Commons and four in the Senate.

The proposition for the construction of a wagon road from the main trunk road of British Columbia to Fort Garry was dropped, and the Dominion undertook to secure the commencement simultaneously, within two years of the date of the union, of the construction of a railway from the Pacific to the Rocky Mountains, and from a selected place east of the Rocky Mountains to the Pacific, to connect the seaboard of British Columbia with

the railway system of Canada and to secure the completion of the railway within ten years from the date of union. For the construction of such railway the Government of British Columbia agreed to convey to the Dominion Government a land grant similar in extent through the entire length of British Columbia, not to exceed twenty miles on each side of the line, to that appropriated for the same purpose by the Dominion Government from lands in the Northwest Territory and the Province of Manitoba, with this provision, however, that the land held under a pre-emption right or Crown grant within the forty-mile belt should be made good to the Dominion from contiguous public lands. In consideration of the lands to be thus conveyed to the railway to the Dominion Government agreed to pay to British Columbia from the date of union the sum of \$100,000 per annum in half-yearly payments in advance. The charge of the Indians and the trusteeship and management of lands reserved for their use and benefit, were assumed by the Dominion Government. The constitution of the executive authority of the Legislature of British Columbia was to continue as existing at the time of union until altered under authority of the British North America Act, but it was understood that the Dominion Government would readily consent to the introduction of responsible government when desired by British Columbia, and it was agreed by the Government of British Columbia to amend the constitution so as to provide that the majority of the Legislative Council should be elective.

An election was held in November of 1870, in which it is unnecessary to state that the terms of Confederation were the main issue. The new Council met January 5, 1871. Dr. Helmcken was nominated as Speaker, but declined. The terms of Confederation, as agreed upon, were passed unanimously, and an address was presented to His Excellency the Governor, praying that Her Majesty would be graciously pleased to admit British Columbia, under the provision of the British North America Act, into the Dominion of Canada.

Responsible government, for which the colony was fully prepared, was a natural consequence of Confederation, and a bill was introduced in the Council on the 31st of January, 1871, to give power to alter the constitution of British Columbia. The bill was considered in committee of the whole and reported complete, and was formally adopted on February 6. The first election under the new constitution took place in October, 1871. Hon. Joseph Trutch, conspicuous in bringing about Confederation, had been appointed Lieutenant-Governor of the new province. Hon. J. F. (Justice) McCreight was called upon to form the first administration. There were twenty-five men elected to the first Legislature, as follows: George A. Walkem, Joseph Hunter, Cornelius Booth, John Ash, M. D.; William Smithe, John P. Booth, A. Rocke Robertson, Henry Cogan, John A. Mara, Charles Todd, A. T. Jamieson, T. Humphreys, John Robson, Henry Holbrook, J. C. Hughes, W. J. Armstrong, J. F. McCreight, Simeon Duck, Robert Beaven, James Trimble, M. D., A. de Cosmos, A. Bunster, Robert Smith, James Robinson, Charles A. Semlin. Of that number of well known British Columbians, many of whom were or afterwards became prominent in public affairs, the following are still living: George A. Walkem, recently retired from the Supreme Court bench; Joseph Hunter, for many years Superintendent of the E. & N. Railway; John A. Mara, ex-Speaker, and ex-member of the Dominion House of Commons; W. J. Armstrong, ex-sheriff of New Westminster; J. F. McCreight, retired from the Supreme Court bench; Robert Beaven, who for many years occupied a seat in the House, was Premier and several times Mayor of Victoria; W. F. Tolmie; and Charles A. Semlin, of Cache Creek, who was Premier succeeding Hon. J. H. Turner, and for many years a member of the Legislature. Seven of the number became Premiers of the province.

It was not long before the question of the Canadian Pacific Railway began to give cause for trouble, which existed in a more or less aggravated form for seven or eight years. Few people, even in British Columbia, imag-

ined that the terms of union, so far as the railway was concerned, would be strictly adhered to, but of course they expected a bona fide attempt to commence and complete it within the time specified. Few people, either, probably had considered fully the magnitude of the enterprise and the difficulties to be overcome. Sir Joseph Trutch, one of the delegates, was fully cognizant of the difficulties, however, when he made a speech at Ottawa in reply to the toast to his health at a banquet given in his honor before his visit to England. Speaking about the limit of time, he said: "If it had been put at twelve or fifteen years, British Columbia would have been just as well satisfied, and if the estimated period had been reduced to eight years it would not have been better pleased. But some definite period for the completion of this work the delegates from British Columbia insisted upon as a necessary safeguard to our colony in entering into the proposed union. To argue that any other interpretation will be placed upon this railway engagement by British Columbia than that which I have given to you as my construction of it, to argue that she expects that it will be carried out in the exact interpretations of the words themselves, regardless of all circumstances, is a fallacy which cannot bear the test of common sense. I am sure you will find that British Columbia is a pretty intelligent community, which will be apt to take a business view of the matter. She will expect that this railway shall be commenced in two years, for that is clearly practicable, and she will also expect that the financial ability of the Dominion will be exerted to its utmost, within the limit of reason, to complete it within the time named in the agreement. But you may rest assured that she will not regard this railway agreement as a 'cast iron contract,' as it has been called, or desire that it should be carried out in any other way than as will secure the prosperity of the whole Dominion, of which she is a part. I have understood this railway engagement in this way from the first, and still so understand it."

This statement of Sir Joseph Trutch is most important to keep in mind. At a later date it was quoted in justification on the part of the Dominion

Government for the delay in fulfilling the terms of union in regard to the building of a railway as agreed upon. In the next chapter the sequel to Confederation in the long and sore dispute over the construction of the Canadian Pacific Railway is dealt with at some length. Between that and the personal reminiscences supplied by Mr. Higgins in a previous part of this history, a very complete record is supplied of a memorable and crucial period in affairs of the province.

CHAPTER X.

BRITISH COLUMBIA AND THE CANADIAN PACIFIC RAILWAY.
1871-1881.

On July 23rd, 1871, Governor Musgrave bade farewell to the province. His Excellency had been appointed for the special purpose of preparing the way for the entrance of British Columbia into the Canadian Confederation, and it must be admitted that he performed his delicate and difficult mission with diplomatic skill and ability. Thus another chapter in the history of the country was completed.

The next great task to be performed, in order to give full effect to the treaty just completed, was the construction of the railway which was the very issue of the bond. Here we enter upon the consideration of a phase of provincial history as important as any we shall probably ever have to deal with, and an endeavor will be made to set forth clearly the chief points in the long-standing and, at times, bitter dispute between the province and the Dominion of Canada which arose out of the efforts of the former to secure the fulfillment of the contract with respect to the promised communication by rail from east to west. If Confederation in British Columbia was difficult to bring about, the carrying out of the terms proved to be still more difficult and was productive of so much delay and irritation that at one time there threatened to be an abortive ending of the hopes of all those who had labored for the union. As the Imperial authorities had intervened to smooth the way for British Columbia entering the Dominion, so it was afterwards found expedient that they should assist in smoothing her pathway in the Dominion. As all things end, so in this instance, there was an end to dispute and a happy consummation was reached in the commencement of the railway, which her-

alded the dawn of new hopes and foretold prosperity. The hatchet was buried, old feuds were forgotten and thereafter the province held loyally to Confederation.

In committing itself to the construction of the Canadian Pacific Railway within ten years it is undoubtedly true that Canada had undertaken a task which seemed almost impossible of fulfillment, and little time had elapsed before it became apparent that the Dominion Government was not prepared to comply with the letter of the compact. Sir John A. Macdonald, in his anxiety to bring about the union of the British North American possessions, had acceded to the wishes of the province, but in so doing had evidently underestimated the tremendous engineering difficulties which would have to be overcome before the road was an accomplished fact. Canada had entered into the agreement with entire sincerity, but also in ignorance of the character of the country to be traversed by the railway. It is, therefore, not surprising that many and great delays occurred. British Columbia contended, and rightfully so, that the construction, or at least the commencement, of the railway within a reasonable period was of the gravest importance, and indeed railway communication with the east had been practically the sole inducement that led the province to enter Confederation. Her public men, in common with the people of Eastern Canada, recognized that it would be impossible to hold Canada responsible for the exact fulfillment of Section II of the Terms of Union. All that they desired was that an earnest should be given of the good faith of the Dominion in complying with its spirit.

In June, 1873, an Order-in-Council was passed fixing Esquimalt on Vancouver Island as the western terminus of the Canadian Pacific Railway, and it further provided that a line of railway should be built between that point and Seymour Narrows. The order also recommended that British Columbia should convey to the Dominion Government a strip of twenty miles in width on the east coast of Vancouver Island, along the proposed route of the railway. Much satisfaction was expressed by the people of the province

at this evidence of the willingness of the Canadian Government to fulfill the Terms of Union. Two years, however, had elapsed and beyond the expenditure of some \$400,000 in preliminary surveys, nothing had been done by Canada, and the people of British Columbia did not attempt to hide their disappointment.

MR. EDGAR'S MISSION.

In July, 1873, the Executive Council of the province, through the Lieutenant-Governor, Sir Joseph Trutch, entered a strong protest against further delay in the matter of the fulfillment of the Terms of Union, and it became apparent to the Dominion Government that no small amount of dissatisfaction existed in the western province.

In September of this year Premier De Cosmos proceeded to Ottawa and afterwards to London as a special delegate from the Government of British Columbia to negotiate in connection with the construction of the graving dock at Esquimalt. He arranged that British Columbia should receive \$250,000 in lieu of a guarantee of interest on \$500,000 for ten years after the construction of the dock. Mr. De Cosmos' report was laid on the table during the session of the following year, when another protest against delay was passed and forwarded to Ottawa.

In the meanwhile the Government of Sir John A. Macdonald had become involved in the famous "Pacific Scandal." Sir John was forced to resign in November, 1873, and Mr. Alexander Mackenzie was called upon by the Earl of Dufferin, then Governor-General of Canada, to form a Ministry. On taking office he found himself heir to the problem of building a trans-continental railway, as provided in the treaty with British Columbia. At the inception of his management of affairs, he made, tactically at least, a very grave mistake by boldly outlining in a public speech at Sarnia the policy which he intended to pursue in that matter, and from his remarks on this occasion it was easy to infer that he deemed it impossible to carry out the Terms of Union in their entirety as they affected railway construction. In

the meantime, public feeling in British Columbia was becoming roused and Mr. Mackenzie decided to despatch Mr. J. D. Edgar to the Pacific Coast to examine into and fully report upon the whole question. Mr. Edgar was empowered to make certain proposals to the provincial authorities with a view to an ultimate settlement of matters in dispute. He was also instructed to point out that it was impossible to construct the road within the time specified, and that any attempt to do so would only result in "very great useless expense and financial disorder"; and to state that it was the intention of the Dominion to reach the seaboard of the Pacific only, not Esquimalt or Nanaimo. It was also to be intimated that "any further extension beyond the headwaters of Bute Inlet or whatever portion of the sea waters may be reached, may depend entirely on the spirit shown by themselves in consenting to a reasonable time or a modification of the terms originally agreed to." It must not be forgotten that the Dominion Government had gone beyond the Terms of Union in the matter of the graving dock at Esquimalt, and had also agreed to advance in cash the balance of the amount of debt with which the province had entered Confederation. The Dominion, therefore, not unreasonably perhaps, expected that British Columbia would be actuated by a similar tolerant spirit. But the Federal Ministry apparently entirely failed to comprehend the intense feeling on the subject in the province where the railway was considered, as indeed it was, of vital importance. With regard to the proposals which Mr. Edgar had been empowered to make in behalf of the Canadian Government to the provincial authorities, it may be added that they were briefly as follows: The Dominion Government would undertake the commencement of a railway on Vancouver Island, traversing northward to the point of crossing; to provide for the diligent prosecution of surveys on the Mainland; and that as soon as the railway could be placed under construction no less than \$1,500,000 would be spent annually.

Mr. Edgar reached Victoria in May, 1874, and immediately entered into communication with the Honorable George A. Walkem, then Attorney-Gen-

eral. He endeavored, in addition to the work involved by tedious negotiations, to ascertain the popular view on the railway question by traveling and mingling with the people on the Mainland. Unfortunately, the representative of the Dominion, though an able and conscientious man, accomplished nothing, and it is quite clear from his method of procedure that diplomacy was not his forte. After the negotiations had been continued for some time, the local Government, through Mr. Walkem, informed Mr. Edgar that they were not satisfied as to his status, and desired the authorities at Ottawa to state whether their representative was clothed with full power to negotiate, and whether proposals made by him would be considered as binding by the Government of Canada. Mr. Mackenzie intimated in reply that the position of Mr. Edgar had been plainly indicated. The latter, however, was immediately recalled, his mission, if anything, having rather increased than lessened the difficulties of the situation. The failure of Mr. Edgar to procure an amicable settlement only tended to increase the friction between the two Governments, which now assumed threatening proportions. A profound anxiety was expressed by Mr. Walkem and his colleagues regarding the intentions of the Canadian Ministry, and the dilatory action of the Dominion was viewed with alarm and disappointment. The Ottawa authorities were anxious that a change should be made in the railway terms, and contended that they could not be called upon to carry out the original provisions, in view of the fact that the route of the railway had not yet been determined, although every effort had been made to settle this all-important point. The Provincial Government, on the other hand, while evincing no desire to hold Canada, in face of the opposition of the majority of its people, responsible for the carrying out of these terms to the letter, did not hesitate to demand that the Ministry should give a definite assurance with regard to the commencement of construction and the completion of this great work.

Mr. Mackenzie's opinion of the promise of the Dominion Government to construct the Canadian Pacific Railway is clearly shown in the following

excerpt from his letter of instructions to Mr. Edgar: "You will also put them in remembrance of the terms they themselves proposed, which terms were assented to by their local Legislature, and point out that it was only the insane act of the administration here which gave such conditions of union to Columbia; that it could only have been because that administration sought additional means of procuring extensive patronage immediately before the general election, and saw in coming contests the means of carrying the elections, that the province obtained on paper terms which at the time were known to be impossible of fulfillment." He was evidently appalled by the immensity of the undertaking, and to his cautious mind it meant financial disaster to the Dominion. Though great in rectitude, Mackenzie did not possess the wider vision or inspiring imagination of his predecessor; nor did he realize the resources and possibilities of the far west. There were indeed few Canadians at the time who did.

THE GREAT DISPUTE.

Mr. Mackenzie, in view of what appeared to him to be insuperable difficulties, on several occasions endeavored to obtain the consent of the Provincial Government to a modification of the terms. The province, however, was strenuously opposed to his proposals. Their mere suggestion aroused intense feeling, and although the Dominion Government averred that it was their intention to push forward the work of construction with all possible despatch, and that they had not the slightest desire to repudiate their obligations to the province, such assurances were received with no little distrust. Indeed, feeling became so strong in Victoria that a public meeting was called in February, 1874, to protest against the Government of Mr. De Cosmos assenting to any modification of the railway terms. The terms of the resolutions passed and the sequel, as it affected the local legislature, are given in the previous chapter by Mr. Higgins.

As previously mentioned, it had been provided by an Order-in-Council,

passed in June, 1873, that Esquimalt should be the terminus of the Canadian Pacific Railway, and in order to make this possible it was decided that the line should be carried across Seymour Narrows. This decision, in the light of later events, proved, to say the least, premature. The residents of Vancouver Island, who at first were naturally elated at the determination of the Dominion, evinced the greatest hostility to a change of route, even when the enormous cost and the difficulty of bridging the Narrows eventually proved that the scheme was, for the time being, impracticable. The selection of a terminus proved a fruitful source of friction between the two Governments. The British Columbia administration strenuously endeavored to secure the construction of the Island Railway as a portion of the main line, as indeed, from the tenor of certain despatches, had evidently been the original intention of Sir John A. Macdonald. At a later date, however, the Dominion Government asserted that the construction of a line of railway on Vancouver Island was intended only as a local work, which it was proposed should in some measure indemnify the province for the loss sustained by the non-fulfillment of the Terms of Union. Mr. Walkem on the part of the province combated with much acumen and force any such interpretation of the action of the Federal Government. However, as will be shown later, it was at last settled by mutual consent that the terminus should be on Burrard Inlet. Throughout the whole discussion the city of Victoria, for obvious reasons, had endeavored in every possible way to secure the location of the terminus at Esquimalt, and was opposed to any modification of the terms that would interfere with the fulfillment of the cherished desire of its citizens.

While the Island, through "The Terms of Union Preservation League," strenuously opposed the alteration or modification of the terms and conditions upon which the province had entered Confederation, the Mainland was not at all unanimous on the question. In fact, a numerous signed petition was forwarded to his Excellency the Governor-General in the summer of 1874 by the residents of the latter portion of the Province, which stated that

in their opinion "the Order of the Privy Council of Canada, of June 7th, 1873, is in no way binding on Your Excellency's present Government and that a line of railway along the seaboard of Vancouver Island to Esquimalt is no part of the Terms of Union." The document in question then recited "that in any arrangement which may be entered into for an extension of time for the commencement or completion of the railway, any consideration granted by the Dominion Government to the Province of British Columbia, should be such as would be generally advantageous to the whole Province, and not of merely a local nature, benefiting only a section thereof." The petitioners also added that in their opinion it would be "unwise, impolitic, and unjust to select any line for the railway until time be given for a thorough survey of the different routes on the Mainland," as it was believed that such surveys would result "in the selection of the Fraser Valley route, which is the only one that connects the fertile districts of the interior with the seaboard." It will thus be seen that sectional feeling had been aroused, which unfortunately continued to exist long after its direct cause had been removed.

In order to arrive at an impartial conclusion respecting the situation as it actually existed, it is necessary to examine the conditions, circumstances and state of public feeling at the time, both in British Columbia and in Eastern Canada. When the people of the Province entered Confederation, expectations were high and anticipations eager and sanguine. The change betokened to them an era of development and prosperity, such as they had not experienced since the early gold mining days. Buoyed up with such hopes they did not realize the difficulties imposed on the Government of Canada and the attitude towards the building of a trans-continental line of railway, in the circumstances and for the objects to be gained, assumed by the great majority of the people of older Canada. As time passed and their expectations were not realized, distrust and disappointment succeeded hope.

Day by day it became more evident that the Dominion Government were loath to carry out the obligations assumed in behalf of British Columbia, and a bitterness of feeling developed that boded no good for the future of the relations between the West and the East. Isolated as the Province was, with declining trade, and mining, except in fitful bursts of excitement as new finds were made, stagnant, it is not difficult to understand that its people regarded the failure to proceed with construction of the railway as an absolute and unjustifiable breach of faith and the violation of the terms of a solemn treaty. On the other hand, the people of Eastern Canada, without knowledge of the country and not realizing what the West had in store for them, looked askance at the proposition and honestly believed that Sir John Macdonald had bartered natural solvency in a bargain that had little else than sentimental considerations to justify it. In those days Canada was in an experimental stage as a Confederacy and the task of bridging a continent by a line of railway, which today is undertaken without fear, seemed beyond the limits of practicability—a hair-brained scheme. There were men of imagination, enthusiasts, who, fired with zeal by an undertaking so pregnant with possibilities for the Dominion and who, bounding over physical obstacles and eliminating time and distance, reached what we have already realized; but they were here and there. Alexander Mackenzie did not belong to that class of statesmen; he had been moulded in the school of hard facts, and rocks and mountains and long distances were verities to him not to be overcome by any effort of the imagination. He was as prosaic as he was honest, and was deeply imbued with the idea that the construction of this enormous work was impossible unless it should be spread over a number of years. He did not hesitate to affirm that it was a physical impossibility to build the railway in accordance with the terms agreed upon, and that any attempt to do so could only result in grave financial peril. Mackenzie represented the conservative element, who looked askance at big things without the money in hand to see them through. As between British Columbia and

Eastern Canada neither one could put itself in the mental attitude of the other, and so the breach grew wider. With the people of the former the building of a railway was the one object of their living, the *summum bonum* of their hopes, their financial salvation. The Dominion made overtures, and offered certain concessions in order that the Province might be compensated for the loss it had suffered through the inability of Canada to fulfill what were treaty obligations. These overtures, however, were rejected by the Provincial administration as it was feared that their acceptance would jeopardize the right of the Province to demand the immediate commencement of the more important work on the Mainland. The Dominion would not accede to the Provincial demands and a dead-lock consequently ensued. The discontent at last became so great that the administration determined to dispatch a petition to Her Majesty, the Queen. A memorial was therefore drawn up, complaining of the non-fulfillment of the Terms of Union on the part of the Dominion Government, and setting forth clearly and concisely the grievances of the Province, and the hardships that it had endured on account of the dilatoriness of the authorities at Ottawa. The petition concluded with the following paragraphs:

“That British Columbia has fulfilled all the conditions of her agreement under the Terms of Union:

“That the Dominion has not completed the necessary railway explorations and surveys; nor since 1872 has any effort, at all adequate to the undertaking, been made up to the present time:

“That notwithstanding the fact on the seventh day of June, 1873, by Order of the Privy Council ‘Esquimalt’ was ‘fixed’ as the point of commencement on the Pacific, and it was decided that a line should ‘be located between that harbor and Seymour Narrows;’ and notwithstanding, further, that a valuable belt of land, along the line indicated, has ever since been reserved by British Columbia, at the instance of the Dominion, and for the

purposes, ostensibly, of immediate construction, the Dominion Government have failed and neglected to commence construction up to the present time:

“That although the Government of the Dominion admit that the agreement with British Columbia has been violated, and acknowledged that immediate construction might be commenced at Esquimalt, and active work vigorously prosecuted upon ‘that portion of the railway’ between Esquimalt and Nanaimo, yet they virtually refuse to commence such construction unless British Columbia consents to materially change the Railway Clause of the Treaty:

“That, in consequence of the course pursued by the Dominion, British Columbia is suffering great loss; her trade has been damaged and unsettled; her general prosperity has become seriously affected; her people have become discontented; a feeling of depression has taken the place of the confident anticipations of commercial and political advantages to be derived from the speedy construction of a great railway, uniting the Atlantic and Pacific shores of Your Majesty’s Dominion on the Continent of North America.”

THE CARNARVON TERMS.

It was furthermore decided that the Honorable George A. Walkem, Attorney General, who, by the way, had always displayed the utmost diligence in pressing upon the Dominion the necessity of complying with the Terms of Union, should proceed immediately to Ottawa and from thence to London to press the claims of the Province. The petition to Her Majesty was in due course forwarded to the Earl of Carnarvon, Secretary of State for the Colonies, who was also informed of Mr. Walkem’s departure for England. Earl Carnarvon in a dispatch (June 18th, 1874) to His Excellency the Governor General, intimated that although he had no desire to interfere in the affairs of Canada he would gladly waive all considerations of delicacy, as he was strongly impressed with the great importance of effecting a speedy and amicable settlement of the matters in dispute between

the Provincial and Dominion Governments. He, therefore, signified his willingness to tender his good offices as arbitrator, provided that all concerned were agreeable to the proposal and that his decision should be accepted as final. Each party was requested to furnish a statement, and on these written reports a decision would be rendered. Both the Dominion and Provincial administrations accepted Earl Carnarvon's generous offer and also agreed to be bound by his decision. Thus it seemed that the unhappy controversy which had been carried on with more or less bitterness by both sides, was in a fair way to be settled in a friendly manner.

The Dominion Government in a report of the Privy Council dated July 8th, 1874, replied at some length to the charges preferred by British Columbia. It was carefully pointed out, and much was made of the fact, that the passage of the section in the Terms of Union relating to the construction of the Pacific Railway had been strongly opposed in Parliament, and was only carried by a small majority of ten. It was also claimed that even to obtain this majority the Government of the day had been obliged to propose a resolution that distinctly laid down that the railway should be "constructed and worked by private enterprise, and not by the Dominion Government, and that the public aid given to secure that undertaking should consist of such liberal grants of land, and such subsidy in money or other aid, not increasing the present rate of taxation, as the Parliament of Canada shall hereafter determine."

Mr. Joseph Trutch, the Provincial delegate, who had been at Ottawa when the Terms were discussed, had, as already stated, intimated at a public meeting that the Province did not regard the Terms of Union as to a railway binding to the letter, but all that was required was that the railway should be built as soon and with as little delay as possible. The Federal Ministry contended that such statements showed very clearly that the "Terms were directory rather than mandatory." Furthermore it was pointed out that over one million dollars had been voted for surveys, more than one-half of

which had been spent in British Columbia. In spite of strenuous exertions, however, the engineers had not been able to locate any portion of the line, and, therefore, it had been impossible to vigorously prosecute the work of construction.

It was also mentioned that in March, 1873, Sir Hugh Allan had formed a company which had undertaken to complete the line for a grant of \$30,000,000 and 20,000 acres of land per mile. Sir Hugh journeyed to London, where he endeavored to obtain financial assistance, but his efforts resulted in failure and in consequence the company relinquished their charter.

The Dominion also referred to the fact, that in their solicitude for the welfare of the Province, Mr. Edgar had been dispatched on a special mission to the Government of British Columbia, and although Mr. Edgar had been empowered to make certain proposals regarding an amelioration of the railway conditions, the Executive Council of the Province refused to enter into negotiations with him on the ground that he was not a duly accredited agent. The Dominion Government stigmatized the action of British Columbia in this connection as a "mere technical pretense." Again it was contended that the public feeling of the whole Dominion was so strongly against "the fatal extravagance involved in the terms agreed to by the late Government, that no Government could live that would attempt or rather pretend to attempt their literal fulfillment." It was averred that public meetings had been held both on Vancouver Island and the Mainland which had condemned the action of the Provincial Executive in not acceding to the proposed modifications. The report concludes with a reference to the action of the Government respecting the Graving Dock at Esquimalt which, it is argued, clearly demonstrates that the Canadian Ministry had always exhibited a profound desire to act in accordance with the Terms of Union, and even to go beyond them when circumstances warranted such behavior. Under the Terms of Union the Dominion was bound to guarantee five per cent on \$500,000 for ten years after the construction of the

dock. The Local Government, however, on finding that it was impossible to have the work performed on the basis of this subsidy, solicited further aid from Ottawa and in order to comply with this request the Dominion Government obtained authority from Parliament to advance the sum of \$250,000 as the work progressed.

Mr. Mackenzie certainly prepared a careful and plausible statement of the case from the Dominion standpoint. Briefly, he contended that, although it had been ascertained that the literal fulfillment of the Terms of Union was impossible, Canada had always conscientiously endeavored to keep faith with British Columbia, and that in face of tremendous difficulties the work of mapping out the route of the Pacific Railway had been prosecuted with all diligence, and, further, that no expense had been spared that was compatible with the means at the disposal of the Government.

Upon arriving in London Mr. Walkem immediately proceeded to lay before the Earl of Carnarvon the case for British Columbia. The main points of the controversy were fully discussed and the Secretary of State for the Colonies expressed satisfaction at the moderate statement made on behalf of the Province. Mr. Walkem's tact and knowledge certainly cleared the way for a prompt solution of the problem. The Dominion Government presented their side of the case in a Minute of Council, dealing at length with the whole question.

After a delay of a few weeks, during which period both parties to the dispute laid counter statements before the Earl of Carnarvon, a decision was rendered which was embodied in a dispatch to the Earl of Dufferin, then Governor General. After expressing satisfaction at the clear and complete statements furnished by the Dominion and Provincial Governments, and at the temperate and forbearing manner in which both sides of the case had been presented, the Secretary of State remarked that any decision he might render must of necessity partake of the nature of a compromise, and as such it was not improbable that he might fall short of giving complete satisfac-

tion to either side. It was also pointed out that under the amended terms British Columbia would, after all, receive substantial advantages from the union with Canada, while on the other hand, the Dominion would be delivered of no inconsiderable part of those obligations which had been all too hastily assumed in the first instance, without sufficient knowledge of the conditions under which so great and important a work could be carried into effect. Briefly the remarks of the Earl of Carnarvon, in handing down his decision, were as follows:

1. That the railway from Esquimalt to Nanaimo shall be commenced as soon as possible, and completed with all practicable despatch.

2. That the surveys on the Mainland shall be pushed on with the utmost vigor. On this point, after considering the representations of your ministers, I feel that I have no alternative but to reply, as I do most fully and readily, upon their assurance that no legitimate effort or expense will be spared, first, to determine the best route for the line, and secondly, to proceed with the details of the engineering work. It would be distasteful to me, if, indeed, it were not impossible, to prescribe strictly any minimum of time or expenditure with regard to work of so uncertain a nature; but, happily, it is equally impossible for me to doubt that your Government will loyally do its best in every way to accelerate the completion of a duty left freely to its sense of honor and justice.

3. That the wagon road and telegraph line shall be immediately constructed. There seems here to be some difference of opinion as to the special value to the Province of the undertaking to complete these two works, but after considering what has been said, I am of opinion that they should both be proceeded with at once, as indeed is suggested by your ministers.

4. That \$2,000,000 a year, and not \$1,500,000, shall be the minimum expenditure on railway works within the Province from the date at which the surveys are sufficiently completed to enable that amount to be expended on construction. In naming this amount I understand that it being alike the

interest and the wish of the Dominion Government to urge on with all speed the completion of the works now to be undertaken, the annual expenditure will be as much in excess of the minimum of \$2,000,000 as in any year may be found practicable.

5. Lastly, that on or before December 31st, 1898, the railway shall be completed and open for traffic from the Pacific seaboard to a point at the western end of Lake Superior, at which it will fall into connection with the existing lines of railway through a portion of the United States, and also with the navigation of Canadian waters. To proceed at present with the remainder of the railway extending, by the country northward of Lake Superior, to the existing Canadian lines, ought not, in my opinion, to be required, and the time for undertaking that work must be determined by the development of settlement and the changing circumstances of the country. The day is, however, I hope, not very distant when a continuous line of railway through Canadian territory will be practicable, and I therefore look upon this portion of the scheme as postponed rather than abandoned.

The decision gave satisfaction not only to the Province but also to the Dominion, in fact, the latter maintained in a report of the Privy Council, accepting the new terms, and approved by the Governor General on December 18th, 1874, that "the conclusion at which His Lordship has arrived 'upholds,' as he remarks, in the main, and subject only to some modification of detail, the policy adopted by this Government on this most embarrassing question."

It was now hoped that the "Carnarvon Terms," a name by which the agreement in question was familiarly known, would once for all settle the problem of railway construction, and great was the rejoicing in British Columbia thereat. Once again the people were doomed to disappointment.

FURTHER DELAYS.

Two years went by and the construction of the railway had not been commenced in the Province, although a certain amount of preliminary work

had been accomplished. The Government of British Columbia repeatedly demanded that the Dominion should give effect to the "Carnarvon Terms," but without avail. Matters went from bad to worse and discontent became so general in the Province that secession was openly talked of.

In January, 1876, the Legislative Assembly of British Columbia once again resorted to the expedient of petitioning Her Majesty to compel the Canadian Government to redress the grievances of the Province. The petition cited the fact that although the Dominion Government had distinctly consented to be bound by the decision of the Earl of Carnarvon in 1874, no real attempt had been made to carry out the solemn obligations imposed by that agreement; that the action of the Dominion Government in refusing to make an annual railway expenditure of two million dollars in the Province, in spite of the agreement to do so, if the performance of this promise should interfere with the conditions of a resolution passed in the House of Commons in 1871, after the Terms of Union had been assented to, created great dissatisfaction; that in effect the resolution in question provided that the railway should be constructed and worked by private enterprise, and not by the Government, and that subsidies in land and money, to an extent that would not increase the existing rate of taxation, should be given in aid of the work; that the terms of this resolution were abandoned in 1874, the rate of taxation having been increased and the work undertaken by the Dominion instead of being confined to private enterprise, in accordance with the expressed demand of Parliament; **that the residents of Vancouver Island still held fast to the hope that Sir John A. Macdonald's assurance would be adhered to, that a section of the main line would run from Nanaimo to Esquimalt, was clearly indicated by a passage in the petition to the effect that no compensation had been offered by the Dominion Government for the abandonment of this portion of the railway.** After adverting to various other matters wherein the Canadian Government had failed to fulfill its promises, it was urged that the Province had entered confederation upon



OAK TREES.

the distinct and specific agreement that as "no real union could exist" without "speedy communication" between "British Columbia and the eastern provinces through British territory, it was necessary that the Canadian Pacific Railway should be built by the Dominion as a work of political and commercial necessity."

British Columbia, it was pointed out, had conscientiously fulfilled all the conditions of her agreement with Canada. The last section but one of the petition eloquently stated "that by reason of the repeated violations by Canada of its railway engagements with this Province, all classes of our population have suffered loss; confident anticipations based on these engagements have resulted in unexepected and undeserved failure, and in disappointment of a grave and damaging character; distrust has been created where trust and confidence should have been inspired; trade and commerce have been mischievously unsettled and disturbed; the progress of the Province has been seriously checked, and a feeling of depression has taken the place of the confident anticipations of commercial and political advantage to be derived from the speedy construction of a railway which should practically unite the Atlantic and Pacific shores of Your Majesty's Dominion on the continent of North America."

In answer to this indictment the Privy Council of Canada prepared a long report, contending that from the first the Government of the Dominion had been animated by a desire to honorably fulfill the engagements to which the country had been committed. The Imperial Authorities were asked to believe that British Columbia, ignoring the general welfare of the country, of which it had become an integral portion in 1871, and actuated by purely selfish motives, urgently pressed for an enormous annual expenditure in order that the small population dwelling in the West might reap vast profits. It was maintained that the behavior of the Province could hardly be calculated to induce people of Canada to "second the efforts of the administration to redeem, as far as they can, the appalling obligations to which, by the

Terms of Union, the country was committed." The Government repeated their assertion that they would endeavor to construct the Canadian Pacific Railway as rapidly as the resources of the country would permit.

LORD DUFFERIN'S VISIT.

The Earl of Dufferin, who later achieved fame and success as a diplomatist and ambassador in Russia and France and as Viceroy of India, had from his inception of office displayed the greatest interest in the unfortunate dispute between his ministers and the youngest member of the Canadian family. He fully realized the difficulties that beset the path of the administration with regard to its railway policy as it affected the West, and desired to prevent, if possible, the disruption of the Dominion. This far-seeing statesman clearly understood that Canada's future welfare depended to a great extent on her trade relations with the Pacific. He intelligently studied the whole question and came to the conclusion that at all hazards British Columbia must form a part of the Dominion, in order that the British possessions in North America might become a great, powerful and united country, reaching from sea to sea. He perceived that an all-rail connection with the Pacific Coast would in the future open rich avenues of trade with the Far East. Canada would be able to exchange the products of her forests, mines and farms for the spices, silks and tea of the Orient. The newest portion of the New World would enter into communication with a civilization rivalling Greece and Egypt in antiquity—the Far East and the Far West would join hands across the sea. Bearing this in mind he decided to visit the Province with the intention of using his influence with the Provincial administration to bring about an amicable settlement of the matters in dispute. He left Ottawa in 1876 and arrived at Victoria after a pleasant journey across the continent.

During his brief sojourn at Victoria His Excellency took no little trouble to ascertain public opinion concerning the all-important railway

question. He mingled freely with the people, received deputations and a number of petitions, and endeavored to become familiar with the question from a Provincial standpoint. While he frankly admitted that he had not come on a diplomatic mission for the purpose of removing obstacles, he stated that he was particularly anxious to establish a better understanding between the two Governments by pointing out some of the difficulties it would be necessary to overcome before the road could be built. He was fully aware of the gravity of the charge that Canada had broken her solemn pledges regarding the construction of a trans-continental line, made at the time when British Columbia entered confederation. His Excellency also fully appreciated the disappointment of the Province at the non-fulfillment of the Terms of Union, which as he stated had the force of an international treaty; yet, he contended that the tremendous difficulties in the way of completing the line within the stipulated time had not been fully realized, either by the Provincial or Dominion authorities. In passing we must not forget to refer to the memorable speech delivered at Government House, Victoria, in which he ably and eloquently outlined the history of the whole affair. This speech has always been reckoned as a masterpiece of oratory. It was a statesmanlike utterance and the points in dispute were handled so carefully that little offense was given. In expressing sympathy with the Province, he was extremely careful to refrain from making statements which might reflect upon the integrity of his ministers. In fact, he rather sought to relieve the Government of Canada from the charge of negligence and lack of interest, by dwelling at considerable length on the engineering difficulties of the route of the railway. He referred to the fact that although survey parties had been in the field for several years it had been impossible, upon the data acquired, to decide as to the best course for the line. The difficulty of locating a feasible pass through the Rocky Mountains was also mentioned. Although openly avowing that he had no right to speak for the Canadian Ministry, he did not hesitate to take up the cudgels in behalf of Sir Alexan-

der Mackenzie, and he particularly disclaimed that there was the least desire to break faith with the Province. In discussing the question, remembering perhaps that his hearers were residents of Vancouver Island, he did not forget to state that he was under the impression that if Bute Inlet was selected as the Mainland terminus of the railway it would not be possible for it to stop there. The railway, he said, must under these circumstances be prolonged to Esquimalt.

Of course it was well known that the inhabitants of Vancouver Island, for obvious reasons, were particularly anxious to have Esquimalt made the terminus. From the earliest years the voice of the Island had been supreme in the Councils of the Province, owing to its population and political influence being far greater than that of the Mainland. It was openly stated by leaders of public opinion on the Island that unless the decision of Sir John A. Macdonald to make Esquimalt the terminus should be adhered to, they would take British Columbia out of confederation. It is certainly true that the Governor General lessened to a great extent the irritation caused by the action of the Dominion, and his explanation did no little to allay sectional feeling which unfortunately had already tinged with bitterness the relations of the Island and Mainland portions of the Province.

It is not necessary to follow further the ramifications of the dispute between the two Governments. Let it suffice that after much correspondence, and statements and counter-statements, in 1878, the problem was scarcely nearer solution than it had been in 1874, when the Earl of Carnarvon accepted the responsibility of arbitrating in the matter. In 1878, a general election took place and Sir Alexander Mackenzie's Government was hopelessly defeated at the polls.

Sir John Macdonald evinced a strong desire to accede to the wishes of British Columbia with regard to railway construction. With an insight eminently characteristic of the man, he recognized that not only was it necessary to build the Canadian Pacific Railway in order to keep faith with the

western Province, but that this line was also greatly needed to open up for settlement the vast extent of agricultural lands in Manitoba and the Northwest Territories. The settlement of these lands would ensure a large growing market to the eastern manufacturers, who, since the repeal of the Reciprocity Treaty with the United States, had been obliged to seek new fields for the disposal of their wares.

SURVEYS AND CONSTRUCTION.

In the meantime, Sir Sandford Fleming, with an able staff of assistant engineers, had been diligently prosecuting exploratory surveys along the different routes which, from time to time, had been advocated for the line. In 1879, it was at last definitely decided that the route of the Pacific Railway through British Columbia should terminate at a point on or near Burrard Inlet. In January, 1880, British Columbia was requested by the Imperial authorities to convey, without unnecessary delay to the Dominion Government the lands for twenty miles on each side of the railway line, in accordance with the eleventh section of the Terms of Union. Towards the end of December, 1880, the Honorable Mr. Walkem left for Ottawa in order to make final arrangements with regard to the commencement of construction in the Province, and to press upon the Government the loss and injury which would be inflicted upon the Southern portion of British Columbia by further delaying the construction of the Esquimalt-Nanaimo section. Mr. Walkem pointed out that the Dominion Government had offered in 1874 to construct the work as a "portion of the railway" and furthermore that a solemn engagement had been entered into with England and the Province in 1875 to commence it "as soon as possible" and complete it with "all possible despatch." In reply the Prime Minister remarked that the whole subject had been carefully considered and that the contracts for the mainland work had been let. He also intimated that the Government were of the opinion that it was impossible to do more at present. It thus appeared that at last

the controversy with regard to the Canadian Pacific Railway, which had been carried on for nearly nine years with great bitterness on both sides, was in a fair way to be settled.

Mr. Onderdonk, the well known financier of San Francisco, secured the contract for building the first one hundred and twenty-eight miles of line on the mainland, from Emory's Bar to Savona. The contract was divided as follows:

Sub-section A, Emory's Bar to Boston Bar, 29 miles; to be completed December 1st, 1883	\$2,727,300.00
Sub-section B, Boston Bar to Lytton, 29½ miles; to be completed June 30th, 1884	2,573,640.00
Sub-section C, Lytton to Junction Flat, 29 miles; to be completed December 31st, 1884.....	2,056,950.00
Sub-section D, Junction Flat to Savona, 40½ miles, to be completed June 30th, 1885.....	1,809,150.00
	<hr/> \$9,167,040.00

The Terms of Union provided that the railway should be commenced, simultaneously from each end within two years of the ratification of the agreement. So far as the Eastern section of the line was concerned, it was a comparatively easy matter to select a suitable route. Neither Ontario nor the prairies westward of that Province contained any very serious obstacles from an engineering standpoint. It was only when the huge chain of Rockies was reached that the difficulties really commenced, and the magnitude of the work involved in crossing the "sea of mountains" to the Pacific became fully apparent. At first sight it appeared that it would be impossible to find a practicable route through this tremendous barrier.

The engineers and explorers who were dispatched to ascertain the most feasible route across Canada had little trouble until they arrived at the foothills of the Rockies. From this time on, however, a divergence of opinion existed as to the most likely pass through the mountains. As early as 1793 Sir Alexander Mackenzie, then Governor of the Hudson's Bay Company,

had discovered the Peace River, and traced it to its source. Time and space forbid an account of this heroic journey across a country that was then, and is now, comparatively an unknown land. In 1828, Sir George Simpson, also a Governor of the Company of Adventurers Trading into Hudson's Bay, in a remarkable journey explored a considerable portion of the Peace River, and finally reached the Pacific Coast. To these illustrious travelers we are indebted for our first knowledge of this grand river and the country through which it flows. Still, as can readily be imagined, the data acquired by Sir Alexander Mackenzie and Sir George Simpson were altogether insufficient for the purpose of basing a decision as to the desirability of the country for settlement and railway construction. Eventually three passes were explored—the Peace River Pass, Yellowhead Pass and Pine River Pass—with the result that it was proved in many ways the Yellowhead was the most practicable opening in the mountains by which to reach British Columbia. To the untoward delays that occurred in deciding upon the merits of the various passes, the discontent that existed in British Columbia was mainly due. Sir Sandford Fleming early in the day recognized the Yellowhead Pass as an important objective point affording an easy entrance to British Columbia through mountains which heretofore had been pronounced impenetrable. Although he had come to this conclusion in 1872 he did not deem it advisable to commence construction without first carefully examining the passes to the northward. In addition to the difficulty of selecting a pass through the mountains, a difficulty almost as great was encountered in choosing the western terminal point. Opinion differed vastly with regard to the harbor offering the best facilities as a terminus for a trans-continental line. Waddington Harbor, on Bute Inlet, Port Simpson, Port Essington and Port Moody, on Burrard Inlet, all had their supporters, and as previously mentioned, the residents of Vancouver Island claimed that Esquimalt was the most convenient place. In 1887, Mr. Cambie followed the Skeena River from its mouth to the country drained by its southern branch, the Watson-

quah. The examination was continued until Fort George was reached. In the same year Mr. Joseph Hunter crossed the mountains by the Pine River Pass. These explorations, however, only tended to confirm Sir Sandford Fleming in the opinion that the Yellowhead route was the most practicable.

Mr. Marcus Smith had special charge of the surveys on the Pacific Coast, and during the four years which he spent in this region he was chiefly engaged in exploring the harbors at the various suggested termini. Every harbor was examined and with the assistance of admiralty charts and from conversations with officers of the Royal Navy and officials of the Hudson's Bay Company, much valuable information was gained. Mr. Smith stated in a report, dated March 29th, 1878, that there was no harbor on the Coast of the Mainland of British Columbia, with the exception of Port Simpson, suitably located for purposes of foreign commerce. He added, however, that on the coast of Vancouver Island there were several harbors well situated for commerce with Asia. Port Simpson, he pointed out, is easily approached from the ocean and is fully 500 miles nearer Yokohama than Holme's harbor in Puget Sound. But he added that this harbor is remote from the industrial centers of the Province, and could only be looked upon as the station to which the railway might ultimately proceed, providing the competition for the trade of China and Japan should warrant such an extension. In the light of current events, it is curious that so little importance was placed upon the value of Burrard Inlet as a great harbor for commerce. It is worthy of remark that the one harbor of the coast which attracted the least attention from the surveyors and explorers should have become the chief port of the western coast of British North America.

From 1871 until 1878 exploratory parties were sent out in all directions through the Province. Some nine different routes were explored through a country the natural barriers of which would have discouraged and barred the progress of any but the most determined of men. When the history of the Province shall come to be written in detail, the story of the adventures

and experiences of these who mapped out routes for our national highway will not be its least interesting chapter.

Sandford Fleming was extremely loath to recommend that the line should follow any particular route until careful examination could be made of the whole country. As he pointed out on more than one occasion it was a matter of the very gravest importance that the line should be built as economically as possible and through a country which it would be possible to settle. In his report of 1880, he remarked that irreparable injury might have been done to Canada by an unseemly haste in the selection of a route. If the railway had been constructed and later a better route found, the loss to the Dominion would have been incalculable.

After passing through the Rockies there still remained the Cascade chain to pierce. This range rises between the central plateau on the one side and the coast on the other, and everywhere presents formidable difficulties. Through these mountains twelve passes were discovered and surveyed, eight of which were found practicable for railway construction. The route eventually decided upon followed the Fraser River cañon to the Coast. Generally speaking there were four main routes suitable for the construction of the railway. They were as follows:

1. Through the Peace River Pass to the Northern Coast of British Columbia at Port Simpson.
2. Through the Yellowhead Pass to Port Essington.
3. Through the Yellowhead Pass to Bute Inlet.
4. Through Yellowhead Pass via Thompson River and Fraser River to Burrard Inlet.

It was not until 1878 that the Government finally decided upon the last mentioned route, and a contract was signed with Mr. Onderdonk for the first portion of the Canadian Pacific Railway in the following year, as stated in the foregoing. Yellowhead Pass, however, was subsequently abandoned for one through the Bow River and the Kicking Horse Passes, regarding which

it may be said that there ever will remain a dispute as to the wisdom of such a course. The C. P. R. certainly obtained a route which for scenic beauty and grandeur is unequalled on the continent of America and probably in the world, but what it gained in that respect it lost in grades, the advantage of which in the cost of hauling traffic is of the utmost importance. Sooner or later, and probably very soon, the Yellowhead Pass will be utilized by one or more trans-continental railways, either the Grand Trunk Pacific or the Canadian Northern, or both.

In the year 1880 the Government of Canada was successful in organizing a syndicate, which under certain terms undertook to construct the railway and complete it by the first of May, 1891. It is unnecessary here to refer to the terms, except that \$25,000,000 in cash and 25,000,000 acres of land were given as a bonus, with certain exemptions and privileges. The great work, which has been the most important factor in Canadian development, was prosecuted with such extraordinary vigor that it was completed in 1885, or five years before the time specified. History will not record anything more remarkable so far as the Dominion of Canada is concerned than the manner in which the undertaking was carried out. Especially in the cañons and mountain fastnesses was it marked by great engineering feats and attended by perils to life. There was an army of men employed. It was a contest between the ingenuity, skill and daring of men against huge natural obstacles in which the former won a notable victory. It is the constant wonder of travelers as they view the mountainous environments and the engineering accomplishments how it was all done. Not less even were the mechanical difficulties than the financial ability necessary to carry the work through to completion. There was a time when the fate of the enterprise and that of Canada hung in the balance. The promoters, who, though they ultimately reaped a harvest from its construction, backed it to the utmost of their credit and resources, and might even then have failed had not the Government, whose credit and that of the country were at stake as well,

come to their rescue with a temporary loan, which, by the way, was all repaid in due time.

The completion of this gigantic undertaking was the practical fulfillment of the Terms of Union. There was, however, another part of these which was fulfilled about the same time. The Carnarvon terms provided that a line of railway should be built on the Island of Vancouver, and the failure of the Dominion Government to carry out its agreement was a standing and a substantial grievance. Mr. Higgins has in a previous chapter given a great many details of the settlement. In 1883 the terms of what is known as the Settlement Act were arranged, by which all the outstanding issues between the Province and the Dominion were disposed of. By this act a subsidy of \$750,000 was pledged by the Dominion Government for the construction of the island railway, which, with a liberal grant of land from the Provincial Government, secured the construction and completion of the Esquimalt and Nanaimo Railway. By the act in question the dry dock at Esquimalt, construction of which had been begun under the Walkem-Beaven administration, provided that upon its completion the Government of Canada should take it over and operate it as a Dominion work; that the Dominion Government should be entitled to have conveyed to it all lands belonging thereto, together with the Imperial appropriation, and pay to the Province as the price thereof \$250,000 in addition to the amounts that had been expended or remained due up to the passing of the act. The province, as an equivalent for the \$750,000 bonus in cash to the E. & N. Railway Company, agreed to convey to the Dominion Government 3,500,000 acres in the Peace River district, the whole area to be selected in one rectangular block. The entering into confederation in 1870 was merely formal, the reality came about and the Province was satisfied only when it was assured beyond all doubt that the railway for which it bargained with the Dominion would be completed. As stated in the chapter on Confederation there was very little sentiment involved. Now, however, the commercial spirit that propelled the

movement from its inception until its consummation has been largely eliminated, and the people of British Columbia, in common with the people of the rest of Canada, share in that feeling of brotherhood that should actuate the whole of the citizens of one nation.

CHAPTER XI.

GOVERNORS AND LIEUTENANT GOVERNORS OF BRITISH COLUMBIA.

The official lives of the Governors and Lieutenant Governors of British Columbia embody the political history of fifty years, and incidentally embrace much else of interest. In colonial days the Governor was a factor in politics, representing Imperial interests and in a large measure Imperial politics. His personal influence, too, counted for much more than it has in the case of latter day Governors, because he had greater power to enforce his views on his Executive Council, of which he was one *de facto*, as well as in name. Before the days of responsible government in British Columbia, at it was in the old Canadas, the Legislative Assembly was rather an advisory than a governing body, and as the real head of the Executive, the Governor possessed an authority which to assert today would be dangerous.

Responsible government brought with it to the Dominion and to the Province the complete recognition of the right of the people, through their representatives elect, to govern. Parliament is supreme, and the Government or Executive, while by an unwritten code of proxy is entrusted, as the best modern solution of practical Government, with a large measure of discretionary powers, its will is, nevertheless, in the final analysis, but the registered index of the popular will, and the Governor or Lieutenant Governor simply affixes his seal to the fiat of the court of public opinion.

The one was the direct representative of the Imperial Government, with a large measure of control and influence, and the other, under responsible government, is an indirect representative, whose authority, except under

extraordinary circumstances, is derived solely from the people over whom he is nominally set to govern.

In the one case, in dealing with the Governors, we are dealing with part of the policy which directed public affairs, in the other we have a series of pegs which may or may not be convenient upon which to hang current history.

When the colonial Governors assumed office they were waited upon by delegations and memorialized on public matters and were authoritative and sometimes mandatory in their replies.

Now representations are sometimes made to the Governor, but not strictly in matters of State, or if by courtesy this is done, they are referred to the Executive. His influence is often sought, but, if exerted, is done so unofficially, and need not necessarily be respected. The Home Government may seek advice from the Governor of Canada independently respecting matters of Imperial interest, but as a rule he is simply the medium of communication between the two Governments. The same thing may occur in regard to Dominion and provincial affairs, but a similar rule applies.

RICHARD BLANSHARD.

It is usual to regard Sir James Douglas as the first Governor of British Columbia, but, although he was virtually the first, nominally he was not. The consideration of Blanshard's place in our history carries us back to the time of Hudson's Bay Company rule, when that corporation exercised sovereign control not only over Vancouver Island but over a vast tract of territory known as Rupert's Land, as well as exclusive trading rights over another vast area known as the Indian Territory. It may be said of Blanshard, as has been said of many another good man in a somewhat different sense, that he was before his time. Space will not permit of my going into a consideration of all the circumstances connected with his appointment and the tenure of his office as Governor. Bancroft and other writers on the Hud-

son's Bay Company period have dealt with these, nor indeed, does the importance of his gubernatorial career justify elaborate treatment. He was appointed simply to satisfy the conditions of the time. Sir James Douglas would have been the man had it not been felt that (where the interests of the company and the colonist as such might at times come into conflict) one independent of the company altogether would be desirable. Moreover, an independent appointee gave at least a semblance of Imperial above company control. Under other circumstances, the precaution would have been a very wise one, but there were practically none other than Hudson's Bay Company employees to govern, and they owed no allegiance to any power other than the chief factor, who had neither inclination nor intention to acknowledge any governor other than the Governor of the Hudson's Bay Company. A memorial presented to Governor Blanshard, which set out, among other things, the names of all the persons in the colony not connected directly with the Company, had fifteen signatures to it, and Blanshard himself solemnly asserts that there were not more than thirty persons of all sorts and conditions, that is, white persons, outside of the company's employ.

From what we know of Blanshard, he was a man of good parts, and under other circumstances would probably have succeeded in as great a degree as he failed at that time. In England the post of Governor of a Colony is regarded as one of honor and emolument, and we can in some measure judge of his disappointment when he landed in Victoria and fully realized for the first time the conditions then existing in this country. He found governing a hollow mockery. Upon his own testimony we learn that his only duties consisted in settling disputes between members of the company, or such as would form part of the work of an ordinary justice of the peace, and we cannot wonder at and can readily forgive the irritation he displayed and the pessimism of his letters and reports home. Without a population to govern, with scant recognition of his office, without official residence or a stipend and without even the undisputed sway of Alexander Selkirk over

the fowl and the brute, he nevertheless, as he wandered forlornly over his domain, could doubtless echo to the faintest whisper the sentiment of that other monarch when he exclaimed :

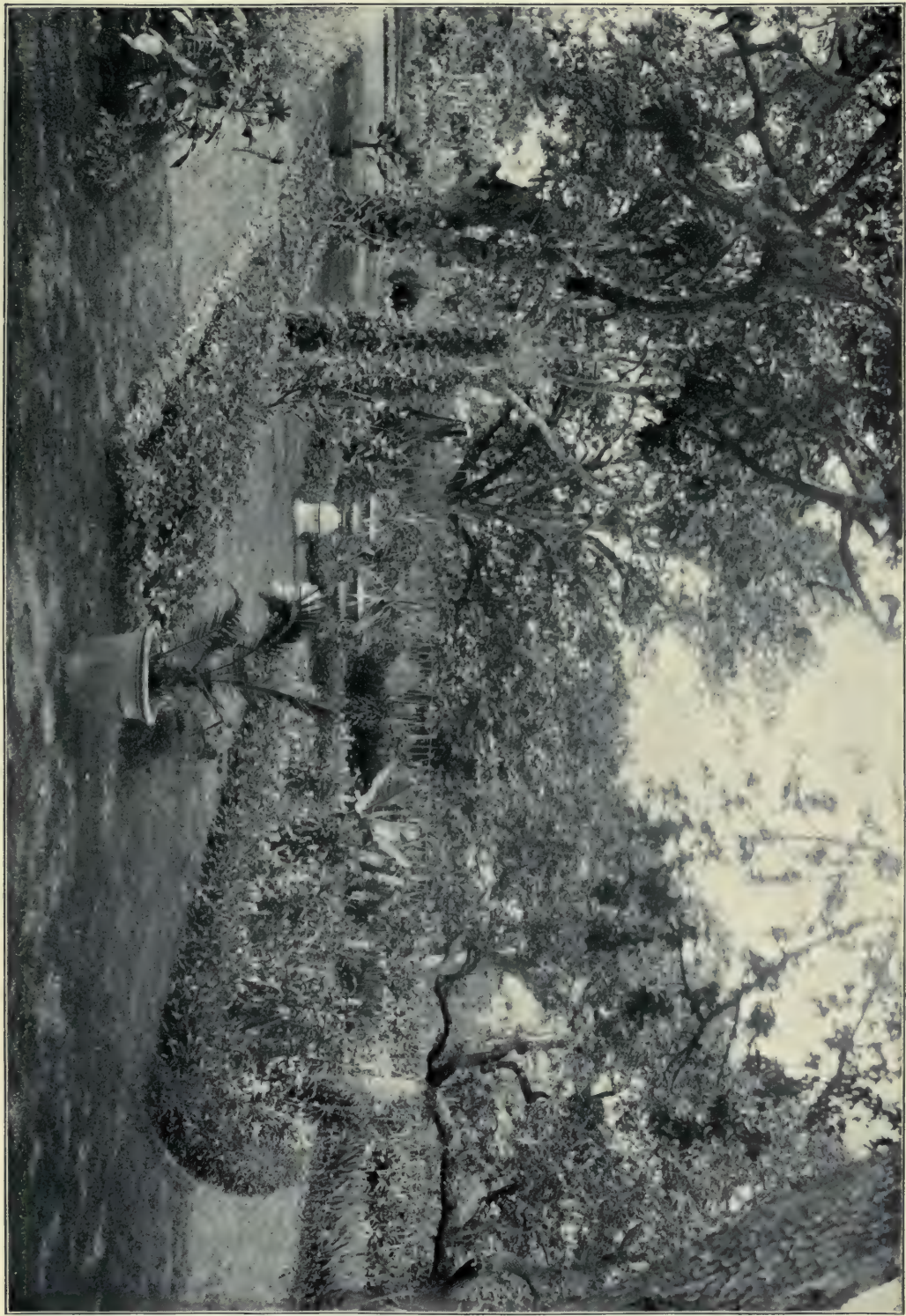
“O Solitude, where are the charms
That sages have seen in thy face?
Better dwell in the midst of alarms
Than reign in this horrible place.”

Coming out to Vancouver Island in January, 1850, he left again in 1851, his governorship extending over a term of about two years, and we hear of him again giving evidence before the Select Committee of the House of Commons in 1857, appointed to enquire into the title and the conditions of occupancy of land held by the Hudson's Bay Company, an opportunity that no doubt afforded him much satisfaction for the treatment he had received, treatment that cannot be described as other than shabby and undeserved. He was succeeded by James Douglas, then chief factor of the Hudson's Bay Company on the Pacific Coast. Taking all things into consideration, Douglas was the only man at that time with any claim to the position who could have satisfactorily filled it. As already intimated practically the only interests to be considered were those under his own care, and from his official standing in the company, he had almost perfect control of the population, as every person in the colony was directly or indirectly dependent on the company. He knew the whole country intimately, had the confidence and respect and a familiar knowledge of the Indians, and above all was a man born to rule.

SIR JAMES DOUGLAS.

I have referred to him elsewhere as “remarkable,” and when the historian of the future comes to write dispassionately on British Columbia in a light uncolored by the atmosphere of the day and generation in which Sir James lived, that estimate of him will be fully sustained. To my mind the most remarkable feature of his career is the development of a character and

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a personality unique in its fullness and moral strength. It was a character that grew up in and out of a western soil almost barbaric in the rudeness and primitiveness of its product, and yet so diverse in many respects that had it not been for its ruggedness and strength might be termed exotic. As a boy of sixteen out of school launched on a sea of Far West adventure, entirely removed from the social influences and culture comforts of his home in Scotland, associating for years with the uncivilized Indian tribes of the country, and moulded by the stern experience of an isolated life on prairie, in forest and on mountain; out of touch with the civilizing forces of the wonderful century in which he began life; engaged in an occupation that begat no ambitions or aspirations of a future that such a man in other walks of life might reasonably entertain—with such environments it is remarkable, I contend, that he should not only retain the accomplishments of his youth throughout life, but increase and perfect them; acquire a knowledge of many subjects of an academic nature, and particularly of the principles of political economy and statescraft; develop a strong literary style of composition and familiarize himself with formalities of government and parliamentary procedure; nurture the moral and religious instincts of his youth; observe a becoming temperance and abstemiousness; cultivate a striking dignity of person; and in the midst of his busy life, full of practical and unromantic details, keep abreast of the thought of his day, and that when he was called upon to fill the responsible and dignified position of Governor of one of Her Majesty's colonies, without any previous experience or training for such a post, he should do so with the utmost ability and acceptability. It is true that in many of the qualifications possessed by James Douglas—education, intelligence, tact, force of character, physical prowess, bravery, resourcefulness, systematic habits, dignity, moral rectitude—the Hudson's Bay Company service was a splendid training school, and it is only fair to say that our hero was but one, though a conspicuous member, of a long list of pioneers in the nobility of the fur trade to whom history can never do too

much honor. In this respect, however, Douglas was particularly notable, that while he evinced many if not all of the better qualities of men of his class, he was singularly free from the moral defects and excesses, not unnatural in a rough and ready school of ethics through which all alike graduated, that distinguished some of them. In his day, Sir James was undoubtedly remarkable among many remarkable men, and it is not unnatural to conclude that under other conditions of life, and with a wider opportunity, would have equally distinguished himself as a man of affairs and as a leader of men. We can, therefore, honor him not only for what he was in life, but for what he might have been.

James Douglas was born in 1803, in Lanarkshire, Scotland, and went to school there and in Chester, receiving a good education. His knowledge of French was acquired (not in the Northwest, as stated by Dr. Bryce), but from an old French count, who counselled him upon leaving for America to keep it up as it would always be useful to him. So well was the advice followed that when Sir James visited France on his journey through Europe many years afterwards, he was complimented upon his excellent and courtly use of the language. He was a student until the day of his death, and his reading embraced a very wide range of subjects.

Upon the formation of the two colonies under Imperial control in 1859, having severed his connection with the Hudson's Bay Company, he became governor of both, retiring in 1864 with the honor of knighthood. He died in 1877, after the problem of confederation and in a large measure that of railway connection, had been solved, thus living to behold in his own lifetime, the consummation of what as a pioneer and founder of a province he had been a factor in achieving. Whatever differences in opinion there may have been among his contemporaries as to his policy as a governor or whatever may have been the varying estimates of his character as a man among men with whom he had personal relations—every strong man has his enemies and in all politics there is strife—that today he is by general con-

sensus of opinion regarded as the man representative of his times, the one about whose individuality must cluster as a nucleus the materials for the history of the early life of British Columbia, is the strongest possible testimony to the part he played as a pioneer and statesman.

After Douglas came three Governors, about whom the present generation know but little, for while they were within the memory of many of the older inhabitants, as governors there was nothing special connected with their administrations to make their tenure of office memorable. During Sir James Douglas's regime British Columbia was in a purely formative stage. Permanency depended upon future developments. Regarding these, hopes had always been high, and prospects, though bright, were indefinite, and based on a sanguineness characteristic of a strong, hardy, brave, intelligent and adventurous class of people, who, loving the freedom of Western life, had an instinctive faith in the country—a faith that has remained steadfast with them and us, and which is now finding its justification in many ways. All things come to those who know how to wait, is the true rendering of the old proverb, and waiting is being amply rewarded.

KENNEDY AND SEYMOUR.

When Arthur Edward Kennedy and Frederick Seymour succeeded Douglas in the colonies of Vancouver Island and (the mainland of) British Columbia, respectively, the country was settling down to an organized state of affairs. There were separate political institutions in the Colonies, separate seats of Government, and a distinct separateness of feeling, which later crystallized into a sectionalism that had its influence for many a day afterwards, and is not yet wholly eliminated. After, however, the early mining excitements had subsided and Cariboo had been exploited, there was a period of long rest, during which development was slow and little change was experienced in the outward appearance of things. Political events were shaped largely upon the main issue of the union of the colonies, which was

avored on the Island, and opposed on the Mainland. Governor Seymour, who had a fine residence in New Westminster, fought against the removal of the capital to Victoria, and even after that had been decided upon, delayed the inevitable as long as possible in the hope that the Imperial authorities might be influenced to change their views. The union, after a hard struggle, was effected in 1866, when Governor Kennedy retired and Governor Seymour succeeded as Governor of all British Columbia. The first session after union was held in Victoria in 1867. One of the strong levers in bringing about union was the expense of the civil list, which high even for the united colonies, was burdensome when maintained separately in colonies with limited population and undeveloped resources. The salary of the governors alone was \$15,000 a year each, and although the salary of Seymour was increased to \$20,000 after the union, the saving was considerable, and in a similar way the expenditure for civil service was correspondingly reduced all round.

I am indebted to the Hon. D. W. Higgins, ex-Speaker, for impressions of the early governors. Governor Kennedy arrived in Victoria on Good Friday, 1864, and was received with open arms and salvos of artillery. He had been a captain in the regular army and had seen service in India. Retired on captain's half pay, he had mixed in Imperial politics, and was a fluent and graceful speaker. Handsome in appearance, gray, decidedly military in his bearing, very suave, amiable, and clever, he was a striking figure and a man of character as well. While addressing a deputation of citizens from the steps of the Government buildings on one occasion he used the memorable expression that it was better to be decidedly wrong than undecidedly right, a note that was attuned to his own policy. Governor Kennedy took a strong interest in the affairs of the colony and personally investigated the resources of the Island as far as was possible with a view to its betterment. The agitation for union of the colonies began early in his reign, and his influence was a strong factor in bringing it about. He had

two daughters, one of whom married Lord Gilford, afterwards Governor of Queensland.

Governor Seymour was a man of different stamp, smaller in physique and of nervous, active temperament. He was quite bald. He had been governor of British Honduras, where he had made a good record for himself, but where his experience probably influenced his views of Colonial policy, and to some extent his disposition. His advent to office as Governor of the united colonies was coincident with the completion of the Atlantic cable, which brought his instructions respecting union, and which as has been seen he delayed as long as possible before carrying into effect. Seymour continued in office until June, 1869, in which year his death occurred. He died on board Her Majesty's ship Sparrowhawk at Bella Coola, whither he had gone on a trip for his health. After coming to British Columbia he returned to England and married there.

The principal feature of his Governorship was the movement for union with Canada, which began almost immediately as soon as the lesser union had been effected. Seymour used all the influence in his power in its favor, and as the policy of the Home Government in this matter was well known, he undoubtedly acted under instructions.

SIR ANTHONY MUSGRAVE.

Sir Anthony Musgrave succeeded, and by this time Confederation was the one absorbing issue. Curiously enough, in contrast with the attitude on the union of the colonies, Confederation was strongly supported on the Mainland, while the principal opposition came from the Island, although there was a strong party in Victoria in its favor. There was also an insignificant element advocating annexation with the United States. Musgrave's instructions were explicit on the subject, and his mission as Governor had principally that end in view. His efforts, backed up by Imperial influence, strong even to the point of command, brought the issue to a head

sooner than it otherwise would have been, and in the end sentiment was unanimous in its favor.

The year 1871 saw Confederation an accomplished fact, and with it came responsible government. Musgrave's services upon his retirement were recognized by knighthood. He is described as a tall, slim, handsome man, of excellent parts and intellectual attainments. In the West Indies, where he had written himself into the notice and favor of the Governor of St. Vincent, he had been a journalist, and with favor came well deserved preferment. During his residence in British Columbia he had the misfortune, while riding, to break his leg. His sister, Mrs. Dodgson, still lives in Victoria, and another sister married Mr. John Trutch, an engineer, formerly Land Commissioner of the E. & N. Railway, well known to all old Victorians.

SIR JOSEPH TRUTCH.

After Confederation, as was proper, the honor of being the first Lieutenant-Governor fell to the lot of a British Columbian, who had been long and prominently identified with its affairs as a member of the Legislative Assembly and as Chief Commissioner of Lands and Works and Surveyor-General—Sir Joseph W. Trutch. He had been one of the three delegates who went to Ottawa to arrange the terms of Confederation, and after the successful completion of his mission returned to Victoria with his commission as governor in his pocket, and was appointed in July, 1871. During his term of office, responsible government and the initiation of the work of surveying the C. P. R. line of railway came about. Sir Joseph acquired considerable wealth, and subsequent to his retirement from office he went to England to live, but although he had his residence mainly there, he continued to have large interests in the Province, being one of the heavy shareholders in the Hall mines and smelter at Nelson, B. C. He died very recently. Sir Joseph Trutch was a man of more than ordinary ability; but, although estimable in every respect, had personal qualities which did not render him

popular. He was careful in business matters, exact in the fulfillment of his official duties, and was at all times concerned that the dignity of his person or office should not suffer. When he retired, in 1876, he did so retaining the respect of the citizens generally.

Sir Joseph was the son of an English solicitor, who was afterwards Clerk of the Peace in St. Thomas, Jamaica, where he married the daughter of a Judge of the Supreme Court, and where Sir Joseph was born. The latter was educated at Exeter, England, and was trained as a civil engineer. In 1849 he came out to the Pacific Coast and practiced engineering in California and Oregon, and was thus a pioneer of pioneers in mining life on this coast. Afterwards he was assistant engineer on the Illinois and Michigan canal and on the Illinois River improvement works. In 1855 he married a daughter of Mr. Louis Hyde, of New York. In 1859 he came to Victoria, and up until 1864 was employed on the construction of public works in British Columbia, notably on the section through the cañon of the Fraser River and the wagon road from Yale to Cariboo, including the suspension bridge over the Fraser River, built by him under the terms of a toll charter. He succeeded Lieutenant-Colonel Moody, R. E., as Chief Commissioner of Lands and Works and Surveyor-General of the Province in 1866.

HON. A. N. RICHARDS.

The Hon. Albert Norton Richards, Q. C., who succeeded Sir Joseph Trutch, was a man of considerable prominence in the old Canadas before coming to this province, having sat for South Leeds in the Canadian Assembly of Canada from the general elections of 1863 until January, 1864, and for the same constituency for the House of Commons from the general election of 1872 to the dissolution in 1874. For a brief period in 1863-64 he was a member of the Executive Council of Canada and Solicitor-General of Upper Canada. He was a brother of the late Chief Justice of Canada. When Hon. William McDougall, C. B., made his memorable trip to the Northwest

in 1869 to be Governor of Manitoba, Mr. Richards accompanied him as Attorney-General in the provisional government about to be established in that province.

As is well known, owing to the rebellion headed by Louis Riel, the proposed arrangements fell through. He was afterwards for several years legal agent of the Dominion Government in British Columbia. It was during his term of office here in Government House, and during the latter part of that of his predecessor, as well as during the early part of that of his successor in office, that the most notable agitation in the history of British Columbia took place. I refer to the trouble over the non-fulfillment of the terms of Confederation with reference to the building of the Canadian Pacific Railway. It is a long chapter, with many incidents, including the change of the terminus from Esquimalt to Port Moody, the Hon. Mr. Walkem's mission to England, and Carnarvon Terms, mass meetings and memorials, the secession cry, Lord Dufferin's celebrated peace mission in connection herewith, the demand for an Island railway, the Settlement Act, and many others, which all finally culminated in a full and satisfactory adjustment of provincial grievances and a new era of development of which we have already reaped the first fruits.

Governor Richards was a man of character, intellectual ability, highly developed legal attainments and rugged honesty. He was plain and unassuming, an effective, but not eloquent pleader, and a sturdy old-time Reformer, who never swerved in his allegiance to Baldwin liberalism. Had his party been in power at an earlier period prior to his death, his services and conspicuous ability would doubtless have been recognized. Born in 1822, twice married, made a Q. C. in 1863, always a leader at the bar, and a prominent Provincial Benchler, he died within recent years. Other men with no greater ability perhaps took a more prominent part in provincial life than he did, but none have earned a higher place in the esteem of the people of British Columbia as an able and honorable man.

CORNWALL.

Lieutenant-Governor Cornwall followed. The son of an English clergyman, he was born in 1839 at Ashcroft, Gloucestershire, England; was educated in and graduated from Trinity College, Cambridge, as B. A. in 1856; called to the bar in 1862; came to British Columbia in the same year; was admitted to the bar here in 1865; was elected to the Legislative Assembly in 1864-65, and was a member of that body at the time the terms of Confederation were agreed upon; was made a senator in that year and continued to sit as a supporter of Sir John Macdonald until his appointment as Lieutenant-Governor in 1881; was appointed a judge of the County Court of Cariboo in 1889; married in 1871 the daughter of Rev. A. G. Pemberton, rector of Kensal Green, London, England. His term of office expired in 1886, just after the C. P. R. had been completed to the coast and was in full operation.

NELSON.

Upon the retirement of Cornwall, another pioneer of the province came to the front as Lieutenant-Governor in the person of the Hon. Hugh Nelson, than whom as a pioneer none was better known or appreciated. He was the son of a linen manufacturer, Robert Nelson, of Larne, County Antrim, Ireland, and was born in 1830; came to the province in 1858 by way of California, whither he had gone in 1854. He settled in Yale as a merchant and was also interested in the express business under the well known firm name of Dietz & Nelson, running an express line from Victoria as far as Yale. His business prospering, he engaged in many other enterprises, notable among which was his successful venture as a partner in the lumbering firm of Moody, Dietz & Nelson, Moodyville, now opposite the city of Vancouver, where a large lumbering business was carried on for many years. As might be expected, he early took an interest in public affairs. He was a member of the famous Yale Convention, called to further the interests of Confederation, and of the last Legislative Assembly of the colony of British Columbia.

Immediately after Confederation he was elected to represent New Westminster district in the House of Commons and continued to do so until the year 1879, when he was appointed to the Senate. He retired from business altogether in 1882, and was married in 1885 to Emily, daughter of J. B. Stanton, of the civil service of Canada, who survived him.

HON. E. DEWDNEY.

Mr. Nelson's successor was the Hon. Edgar Dewdney, C. E., another prominent pioneer of the province, who came to British Columbia in 1859. In the early days he was identified with various mining enterprises in Cariboo and elsewhere, and built the well known Dewdney Trail, which penetrates the province to its eastern boundary. He first sat for Kootenay in the Legislative Assembly of British Columbia in 1868-69, and in the House of Commons from 1872-79, when he was appointed Indian Commissioner; and again for East Assiniboia from September 12, 1888, until November, 1892. He was appointed Lieutenant-Governor of the Northwest Territory, 3rd December, 1881, until 3rd July, 1888. He was a member of the Privy Council, Minister of the Interior and ex-officio Superintendent-General of Indian Affairs, 3rd August, 1888, to 2nd November, 1892, when he became Lieutenant-Governor.

HON. T. R. MCINNES.

In 1896 the defeat of the Liberal-Conservative administration resulted in the appointment of a Liberal to the office of Lieutenant-Governor in the person of the Hon. T. R. McInnes, M. D. This was followed soon after by the general elections in the province. The events which grew out of the appointment of Senator McInnes to office really form a sort of turning point in the political history of British Columbia, and as they are recent, are within the memory of almost every person in the province. Political development had reached the point where there was a parting of the ways between new and old conditions. Many new-comers, who had begun to take a prominent

interest in public affairs had created an atmosphere wholly different from that of the past. That element was assisted and materially strengthened by the members of the party that had been opposed to the administration of the Hon. J. H. Turner, and several other administrations of which his was the logical successor. There was also the feeling of the Mainland as against the Island of Vancouver, which had long protested against what was alleged to be the undue political influence and ascendancy of the Island in consideration of its limited area and population, as compared with those of the Mainland. It is not possible in limited space to go fully into all the circumstances of the situation at that time, which was peculiarly of a transitional character. Mr. Joseph Martin, only recently come to the province from Manitoba, where he had been a prominent figure and a political factor of more than ordinary force, stepped into his natural position of the leader of the new and disturbing forces, and gave expression in a forcible and rather explosive way to their views. The history of the remarkable episodes which followed is given impartially here. Briefly, after the general election of 1898 the result was very much in doubt, with Cassiar to hear from. In the ordinary way the Premier of the day would have been permitted to meet the Legislature and determine his strength on the floor of the House. Lieutenant-Governor McInnes took the extraordinary course of dismissing the Turner Ministry on the grounds that it had ceased to possess his confidence. He, however, did a more remarkable thing still, in calling upon Mr. Robert Beaven, who was not in the Legislature, and had been a defeated candidate at the general election, to form a government. In fact, at that time Mr. Beaven, though a skilful parliamentarian and a man of long political experience, had no political status so far as an existing party was concerned, and had no following. He was not even allied with the existing recognized opposition, of which Mr. C. A. Semlin was the acknowledged leader. Mr. Beaven very naturally failed to get a ministry together and then the Lieutenant-Governor turned to Mr. Semlin. The latter selected, among others,

Mr. Martin, who has been described as the "stormy petrel" of Canadian politics, as his Attorney-General, and Mr. F. C. Cotton, editor of the *News-Advertiser*, Vancouver, as his Finance Minister, two of the ablest public men of the province, but temperamentally and in their methods very unlike. It was not long before they were at cross purposes and in strong antagonism to each other. It was simply a question of time as to which of the two should remain in the cabinet to the exclusion of the other, and the rashness and open indiscretion of the Attorney-General furnished the opportunity for Mr. Cotton to demand his resignation. As a result of a party caucus, Mr. Martin stepped out and went into active and effective opposition to the Government. With a small majority to start with, the Government, at the following meeting of the Legislature, found itself practically in power by the vote of the Speaker. It struggled along for a time, but, through the defection of Mr. Prentice, who afterwards became Finance Minister in the Dunsmuir Government, Mr. Semlin was defeated upon a vote of want of confidence, by which a crisis was brought about. Subsequently, however, a compromise was effected by the Premier with some members of the opposition for their support, and he was enabled to advise his Honor that he could command the support of a majority of the members of the House. Contrary to Constitutional precedent, the Lieutenant-Governor refused to be further advised by the Semlin Ministry, whose dismissal followed immediately. A second time the Governor did a remarkable thing. He called in Mr. Martin, who stood absolutely alone in the House, as Premier. Prorogation under unusual and somewhat boisterous circumstances, took place, and the Premier proceeded to form his ministry, which he did by selecting four men as colleagues who were not in politics, had never had a seat in the Legislature, and were practically unknown outside of their respective places of abode. As was remarked on more than one occasion, the procedure followed was making a travesty of constitutional government. As soon as the voter's list could be made in readiness, general elections were held. There was a general uncer-

tainty as to the political lines upon which many of the members returned, but Mr. Martin could not count more than seven out of the number. His Honor, having acted upon his own responsibility in dismissing the Semlin Government and calling into existence a Government to succeed it, and not having been sustained by the country in the course pursued, his own retirement was inevitable. In other words, in departing from well understood constitutional methods, he took his official life in his hand. His dismissal came almost immediately from Ottawa, whereupon he became once more plain Dr. McInnes, being neither Lieutenant-Governor nor Senator. He lived in retirement afterwards in Vancouver, and died four years later.

Dr. McInnes, like his predecessors, was a pioneer in the province, having moved from Dresden, Ontario, in 1874, where he practiced medicine. While continuing in medicine, he began to take an interest in public affairs almost immediately after his arrival. He was Mayor of New Westminster from 1876-78, and elected for the district for the House of Commons in 1878 as a supporter of Sir John Macdonald. He was called to the Senate in 1881, in which body he was prominent in debate in all matters pertaining to British Columbia. He married in 1865, the relict of the late George M. Webster, Dresden, Ontario, who still survives him. He is succeeded in public life by his eldest son, Hon. W. W. B. McInnes, Commissioner of Yukon, who has occupied a seat in the Dominion House of Commons, also in the local Legislature and was for a time a member of the Prior administration.

SIR HENRI JOLY DE LOTBINIÈRE.

By a somewhat peculiar coincidence, the Hon. Sir Henri Gustave Joly de Lotbinière, who had been called upon to form an administration in Quebec at the time Lieutenant-Governor Letellier had dismissed the De Boucherville Government in 1878, succeeded Governor McInnes in somewhat similar circumstances. As a statesman to whose career and personality attaches special

interest, I beg to reproduce here a sketch of Sir Henri's life which appears in Morgan's "Canadian Men and Women of the Time."

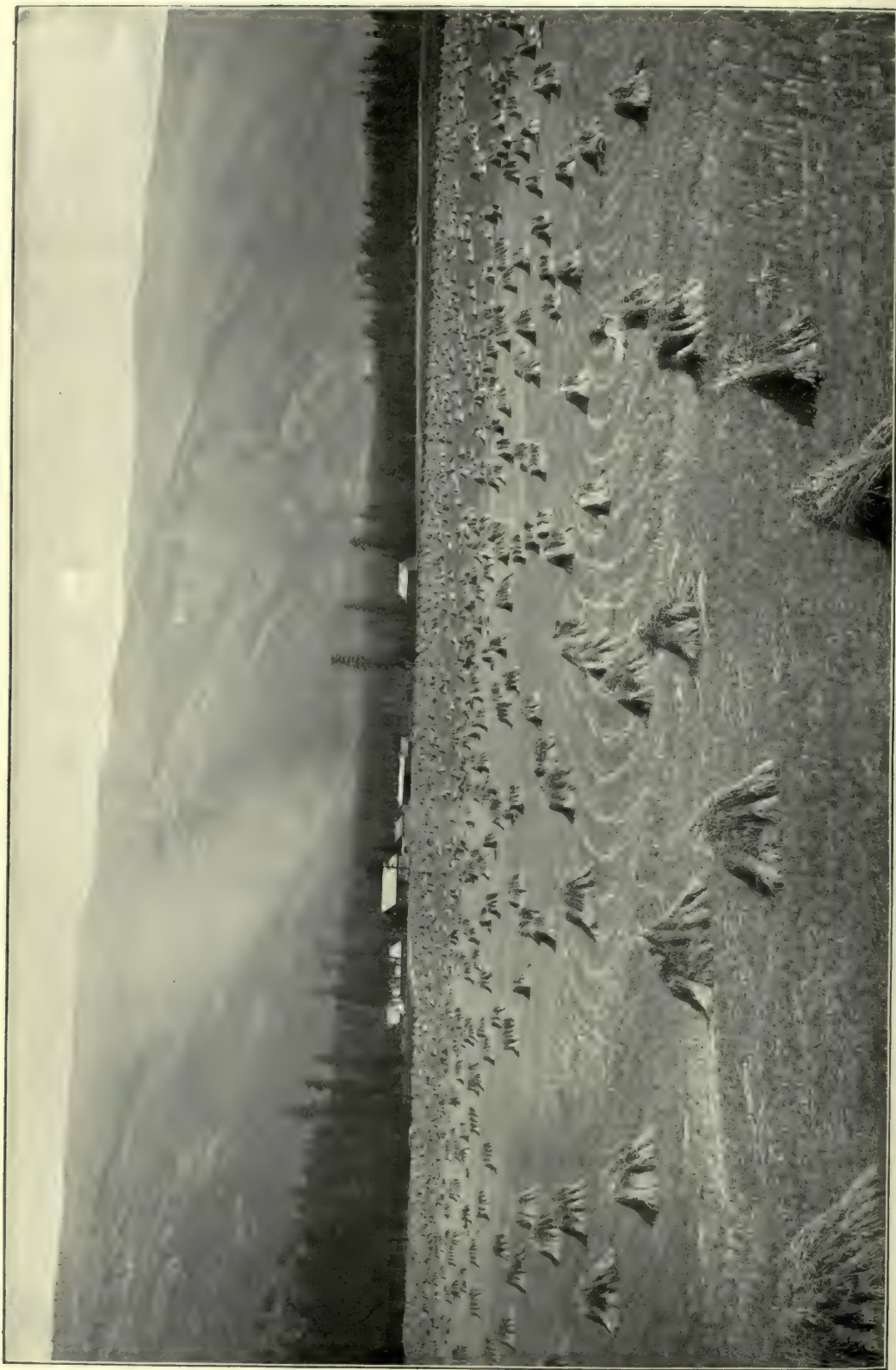
"Hon. Sir Henri Gustave Joly de Lotbinière, statesman, is the eldest son of the late Gaspard Pierre Gustave Joly, a Huguenot native of France, who became Seigneur de Lotbinière by his marriage with Julie Christine Chartier de Lotbinière, granddaughter of the last Marquis de Lotbinière, engineer-in-chief of New France. Born in France, December 5, 1829, he was educated at the Keller School, Paris, in company with the late Mr. Waddington, the French Minister. Coming to Canada, he devoted himself to the study of law and was called to the Quebec bar, 1855. He practiced his profession in the city and district of Quebec, and was created a Q. C. 1878. A Liberal politically, he was returned in that interest to the Canadian Assembly, general election, 1861, as the representative of the county of Lotbinière. He took a prominent part in the debates on the Confederation of the provinces, 1865-66, joining Messrs. Dorion, Holton, Huntington and other Liberal leaders from Lower Canada, in opposition to that measure. In the first election for the United Provinces, 1867, he was returned to the House of Commons and to the Provincial Assembly. He remained a member of both these bodies until 1874, when at the abolition of dual representation he elected to remain in the local Legislature. He led the opposition in the assembly against the De Boucherville Government until March, 1878, when, on the dismissal of his ministers by Lieutenant-Governor Letellier, he (Mr. Joly) was called to the Premiership. While at the head of the Government, he initiated and carried out a vigorous policy of retrenchment, as well as of political purity. The salaries of the ministers and the indemnity of members of the Legislature were reduced. An effort was made to abolish the Legislative Council and all unnecessary outlays were cut off. Defeated in the House, 1879, he resigned, and from that time up to 1883, was again the leader of the opposition. In 1885, he retired from public life in consequence of his disapproval of the course of the Liberal party and on the Riel question. He

re-appeared on the surface, June, 1893, as a delegate to the Reform Convention at Ottawa, and was then elected vice-chairman of that important gathering. Later, in February, 1894, he undertook a mission of peace and good-will to the Province of Ontario, to dispel the prejudice existing there against the people of the Province of Quebec, and to bring about a better feeling between the two provinces. In February, 1895, in response to a general call from his party, he agreed to return to public life, and from that time took an active part in the agitation which led to Sir Wilfrid Laurier's success at the polls at the general election, 1896. During the contest he was returned to the House of Commons for Portneuf. On the formation of the new administration at Ottawa, he was offered and accepted the office of Controller of Inland Revenue. He became a Privy Councillor with the title of Minister of Inland Revenue, June 30, 1897. He is an Honorary D. C. L. of Lennoxville University (1887), an LL. D. of Queen's University (1894), and in acknowledgment of his public services received the K. C. M. G. from Her Majesty, May, 1895. He declined a seat in the Senate in 1874, and again in 1877. In the latter year he also declined a seat, with the office of Minister of Agriculture, in the Mackenzie administration. Sir Henri is known all over the continent for his interest in agriculture, horticulture and forestry, having written and spoken frequently on these subjects.

"During the existence of the Imperial Federation League, he gave the scheme his entire support, and he is now as warmly inclined towards the British Empire League. He is also connected with the United Empire Loyalist Association. In religious belief he is a member of the Church of England, and has served as a delegate to the diocesan and provincial synods of the Church. In 1888 he was authorized by the Quebec Legislature to add *de Lotbinière*, his mother's name, to that of *Joly*. He married in 1856, *Margarette Josepha*, daughter of the late *Hammond Gowen*, of Quebec. Their eldest son, *Edmund*, adopted the legal profession. His two other sons are

in the British Army, and are now and have been for some time, employed as officers in India."

Sir Henri, during the term of his office, now coming to a close, has endeared himself to all classes, and won the respect and esteem of those with whom he has come into contact. He has taken a keen interest in everything pertaining to the welfare of the province.



FARM AT ENDERBY.

CHAPTER XII.

MATERIAL RESOURCES.

The future of British Columbia, more than that of any other province of Canada, is based upon its material resources. The first, best known and the greatest of these is undoubtedly that of mining. In preceding chapters details have been given of the discovery of placer gold, and the rush of population which accompanied it. How recent, however, is the knowledge of mineral wealth existing on the Northwest coast, may be judged from the fact that Robert Greenhow, who in 1844 published a book dealing with the historical basis of the Oregon Boundary dispute, not then settled, wrote as follows: "Orëgon, indeed, contains land in small detached portions which may afford to the industrious cultivator the means of subsistence, and, also perhaps, in time, of procuring some foreign luxuries; but it produces *no precious metals*, no opium, no cotton, no rice, no sugar, no coffee; nor is it, like India, inhabited by a numerous population, who may be easily forced to labor for the benefit of the few. With regard to commerce, it offers no great advantages, present or immediately prospective. It contains no harbor in which articles of merchandise from other countries will probably at any future period be deposited for re-exportation; while the extreme irregularity of its surface and the obstruction to the navigation of its rivers, the removal of which is hopeless, forbid all expectation that the productions of China, or any other country bordering on the Pacific, will ever be transported across Oregon to the Atlantic regions of the continent."

Oregon, as it was then known, was of indefinite extent, including the whole of the Pacific coast, north of California, as far as Alaska; containing within its limits what are now the states of Oregon and Washington and

the Province of British Columbia, exclusive of New Caledonia, which lay at the northeast corner, and was indisputably British territory.

Greenhow was then, probably, the best informed man on the subject in America, and was arguing that possession of this vast country, except for political reasons, was of no particular advantage to either the United States or Great Britain. This was the opinion expressed by the majority of writers on the subject of the Oregon territory, and was undoubtedly based on the best information available.

At that time the Hudson's Bay Company, although their officials had prospected the whole of the territory for furs, had not observed mineral indications sufficient to justify any other conclusions. How greatly mistaken Greenhow was in the statement that there were "no precious metals" it is not necessary to comment upon, at the time, since the whole of the former Oregon territory has been demonstrated to be richly mineralized, and is, and has been producing a vast amount of mineral wealth.

David Douglas, the gifted scientist, who botanized the country in the early twenties, discovered a deposit of lead-silver, in what is now known as the Blue-Bell mine, on Kootenay Lake, from which it is alleged the Indians used to get a supply of lead with which to make bullets.

EARLY HISTORY OF MINING.

Just how and where gold was first discovered in British Columbia is not easy to state with precision. The early discoveries of gold in small quantities range between the years 1850 and 1857. In 1850 specimens came from Vancouver Island and Queen Charlotte Islands. An incipient mining boom took place at Queen Charlotte Islands in 1851 and 1852. Dr. Dawson says that from one little pocket or seam of gold in Gold Harbor, Moresby Island, between \$20,000 and \$75,000 were taken, or were reported to have been taken. It is also stated by others that more was lost in the harbor in the operation of mining than was recovered. However much or little, the "find" ended

there. About the same time Indians from up the Skeena River brought pieces of gold to the Hudson's Bay Company's fort, but the several expeditions to find it in place met with failure.

In the interior, gold was found in the Natchez Pass and Similkameen as early as 1852, and in 1854 Colville Indians were known to have had nuggets in their possession. It is stated in Bancroft that Chief Trader McLean procured gold dust from Indians near Kamloops in 1852. Various authorities place the first finds at various places. However, between 1855 and 1857, discoveries were made on the Thompson, on the Fraser, on the Columbia and at Colville, and the news of these discoveries, together with the despatches of Governor Douglas soon attracted attention to British Columbia as a possible gold field. Exploiting for gold was stimulated by the California excitement, and the discovery of any new field was sure to produce a rush. Several parties prospected and worked on the Fraser and Thompson Rivers in 1857 with good success, and the news caused the Fraser River excitement, many of the participants in which are still living.

The story has already been told of the rush of 1858 to the Fraser River, and the subsequent discovery of immensely rich placers in the Cariboo country. It was the discovery and exploitation of this gold that gave population and permanency to the Colony of British Columbia, and converted it from a fur-bearing preserve for the Hudson's Bay Company, to a regularly constituted and politically organized British domain.

Up to 1866, the principal operations were confined to Cariboo, but there were in the meantime, several lesser excitements, notably the discovery of rich placer deposits in Similkameen, at Rock Creek, Boundary Creek and on Wild Horse Creek in the Kootenay district, in the extreme southeastern part of the province. Then the Leech River excitement in 1864, in the southern part of Vancouver Island. And again the Big Bend excitement of 1865. The deposits of the last named place were found to be rich, but the inaccessibility of the region, the total lack of facilities for bringing in

provisions, and the great hardships consequent upon prospecting and mining in this district, proved too great for continued success, and the excitement quickly subsided. It is quite probable, however, that the Big Bend country will soon again excite the interest of miners and prove a rich field for them.

Shortly after the discovery of Cariboo gold mines, the restless prospector began pushing his investigations further North, and in 1869, the Omineca Country was reached, where an excitement of not inconsiderable dimensions took place and numbers rushed in. These mines were fairly remunerative for a time, and have been more or less operated ever since, but in 1872 the rich northern mines of the Cassiar district, at the head waters of the Dease, were brought to light, and the second most notable mining epoch was effected. Out of this district, some five or six millions of dollars in gold were taken. True to his instinct, after the first richness of the Cassiar creeks was exhausted, the prospector pushed further and further North, until finally in 1880 gold was found in paying quantities in the tributaries of the Yukon.

In 1897, rich discoveries of gold having been made in the tributaries of the Yukon, in the vicinity of where Dawson City now is, another memorable rush took place, and one which must, in historical importance, rank next to the Cariboo excitement. The Yukon has been a rich field, and has yielded up annually large quantities of gold ever since.

Attention having been directed to the Northern country, it was extensively prospected, and other mining camps were opened up, with more or less success. One of these was just within the Northern boundaries of British Columbia, in Atlin District, which has yielded from \$500,000 to \$1,000,000 a year since 1898.

In 1885, Granite Creek, a tributary of the Similkameen, afforded evidence of rich placers, and a small "rush" occurred, and although not so rich as was reported at first, it has ever since occupied the attention of prospectors.

Coal, still the predominant wealth producer in minerals in this province, was known to exist at a much earlier period than was gold. It was discovered at Fort Rupert in 1835, and was used in small quantities. The Indians are credited with making its existence known to the whites, the circumstances being ascribed to an accident. Some development work was done at Fort Rupert by the Hudson's Bay Company, but the mines there were abandoned in 1851 for those at Nanaimo, which were discovered in a manner somewhat similar to those at Fort Rupert. The Indians had observed a blacksmith using coal, and had informed him that there was plenty of such black stone at Nanaimo, which, upon investigation, proved to be true. The work of mining was begun in 1851, and has never been discontinued.

Coal is said to have been found at Burrard Inlet in an outcropping on the shore, and H. M. S. "Plumper" obtained enough of it there to steam the ship to Nanaimo. No subsequent indications have been reported. Borings in the vicinity have proved unsuccessful in revealing a paying deposit. The coal beds of Queen Charlotte Island, now attracting some attention, were discovered as far back as 1852, and anthracite was known to exist.

The finding of coal at Departure Bay by the late Hon. Robert Dunsmuir, and its subsequent development by him into the great industry it is at present, and the fortune it brought with it, are too well known to require detailed mention here. From 3,000 tons in 1852 the output has gradually risen to 1,000,000 tons (in round numbers) per annum.

PLACER AND LODE MINING.

Placer mining in British Columbia has followed the usual course of events in all gold-bearing countries. After the richest deposits had been worked over by the ordinary methods, the annual yield began to decline. Cariboo saw its best days in 1863 and 1864. The experience of every other camp has been the same. The output of 1863 was about \$4,000,000. Thirty years later it was \$360,000, when it reached its lowest ebb. Then

the scale began to turn, and it has again reached over \$1,000,000. There is a reason for that, not attributable to new finds, but to newer methods. Grounds that no longer paid by the use of the rocker, and sluicing, are being made remunerative by hydraulicing on a large scale, and the expenditure of large capital. This promises a revolution, whereby the extensive auriferous areas of gravel and old river beds can be worked over. Extensive hydraulicing plants have been inaugurated in Cariboo, notably that of the Consolidated Cariboo Hydraulicing Company, which has mining leases aggregating several thousand acres of land, all auriferous. It is estimated that there are 500,000,000 cubic yards, which are available for washing. Similar enterprises are contemplated in all the old mining camps, wherever conditions are favorable, so that the era of hydraulicing promises results even greater than in "ye olden times." Dredging and ground-sluicing are also receiving attention.

There was a long interval between the time the harvest of alluvial diggings made British Columbia famous, and the time when lode-mining began to show results. At intervals along in the seventies and the eighties, there were valuable finds reported in the way of quartz veins, carrying silver and free gold principally. There was a silver mine at Hope, of which much was heard, and into which much money was put. There was the famous "Black Jack" of Cariboo, which created a temporary quartz excitement, and relieved the public of a certain amount of money invested in shares. Monashee Mountain in Southern Yale, attracted a good deal of attention and some capital to it. The old silver trail leading from the main wagon road into Jordan Meadows, from Raymond's Crossing near Shawnigan Lake, on Vancouver Island, attests to faith in a silver mine, that was the base of a vision of wealth for some one. These early attempts, in the light of an understanding of the conditions which exist generally in British Columbia, were foredoomed to failure, even if the mineral had been "in place" according to anticipation. Many persons have wondered why it was that

this province, if as rich and as widely mineralized as reported, did not develop faster as a mineral producer. In certain circles, as a result of "hope oft deferred," the impression did gain ground that British Columbia was a doubtful mining field, notwithstanding the rich surface exposures, and we heard a good deal about "broken formations" and "refractory ores," as an explanation of the unsatisfactory results of preliminary exploitation. Over and over again, the most sanguine anticipations were formed of some unusually rich prospect, and the public, through the newspapers, each time felt confident of success; but soon or later, according to the amount of funds at the disposal of the promoters, silence reigned regarding them, and the public, not in their confidence, wondered why. Now, the public were not "buncoed," at least, in the majority of cases. The promoters believed in their properties implicitly, and backed their faith with their own capital. Failure was usually the result of not properly appreciating the conditions which make success in mining. They were not mistaken, but they were too soon. Like the pioneer, the inventor, and the reformer, who usually see the fruits of their efforts reaped by those who have not sown, they were just a little in advance of their time. The key to success lay in the providing of facilities of communication, without which it was impossible to win. There were other things as well. Twenty or thirty years ago, had there been the railway facilities we possess today, many of the properties now worked at a profit, could not have been properly operated. The reason for this is, that the processes of mining and smelting have so improved in that time, that the low grade ores, such as are being handled in great quantities in the Boundary and Rossland camps, would have been useless. Every mining country has its peculiarities, and its particular requirements, and time and experience are necessary to determine the processes and methods best suited to the treatment of its ores.

Communication, however, was the principal want of the country in the early days of the development of quartz mines. It is yet, to a very large

extent. Whatever are the metallurgical problems to be solved, no success can be achieved until there are railways, or tramways to connect mines with the waterways, affording cheap transportation. The successful mining camps today, are located only in those parts of the province, where such transportation exists, as in the Boundary, Trail Creek and Slocan districts, in East Kootenay and on the coast of Vancouver Island. These have only touched the rim of the mining possibilities, within which are a vast field, over most of which prospectors have trodden, and discovered indications of mineral wealth. This field still waits the whistle of the railway train to make it alive with industry. We have the promise of two more transcontinental railways, piercing the Rockies north of the line of the Canadian Pacific Railway, within the next five years, and of one or two systems following the natural lines of travel north and south, after which will follow the inevitable network of branch lines. In twenty-five years from now, the province should be yielding \$200,000,000 worth of minerals annually, instead of its present output of \$20,000,000.

The first quartz mining of any importance, was done at Camp McKinney, which was discovered in the year 1884. One mine there, the Cariboo-Amelia, paid dividends to the extent of \$550,000, and only closed down in 1903. Ainsworth, or as it was known in early days as Hot Springs, on the Kootenay Lake, was one of the first camps to be developed. Dr. Dawson, in 1889, found mining being actively carried on, and it had been for several years previous. About that time, prospecting and preliminary mining developments were very active all through the West Kootenay country, and in parts of East Kootenay. In the vicinity of Nelson, Revelstoke, Rossland, and Lardeau, in West Kootenay, and in East Kootenay in the Golden and Windermere divisions, the country swarmed with prospectors and miners. The celebrated Hall mines, on Toad Mountain, near Nelson, was discovered in the fall of 1886, and located the following year. The Field mine was in operation in 1888. A location was made in Comaplix, in the Lardeau dis-

district in the same year. The first claim recorded in the Rossland camp, was in 1889. The Centre Star, War Eagle and Le Roi, were located in 1890, and in 1891 came the almost sensational discovery of the Slocan, which produced a boom in 1892, upon the top of which Kaslo came to the fore. Rossland and Trail were later developments. The Boundary district, though slower of development, on account of the lack of railway facilities, which were not supplied until 1899, had its beginnings even earlier. In 1886-7, mineral was discovered and located near Boundary Falls, in Copper Camp. But it was not until the early nineties, that the properties that have become the chief producing factors—the Mother Lode, the Old Ironsides and Knob Hill claims—were staked. The North Star mine at Kimberly, in East Kootenay, was staked in 1892. We have also the Eugene group of claims on Moyie Lake, and the Sullivan group near Kimberly, which came into prominence about the same time, and have been large producers. Fairview Camp, in the Yale district, was the scene of active operations over ten years ago, and a good deal of capital has been invested in development work and stamp mills. Important discoveries of copper-gold were made on Mount Sicker, in 1896 or 1897, and large developments followed, and two smelters. Prior to that, however, Texada Island began to attract attention, and in 1896 a small test shipment was sent out, and a smelter to treat the ores was erected in 1899. The Marble Bay mine, near the Van Anda, has been a regular shipper. The largest body of copper ore yet discovered anywhere on the Coast, has been on the East shore of Howe Sound, and comprises what is known as the Britannia group, officially described in the Minister of Mines report for 1900. Good properties were located on the Alberni Canal about ten years ago, and several fairly well-developed mines have been the result.

It is impossible in brief space, to follow the course of mining development in the wide area of the province over which the prospector has travelled and staked. Important discoveries have been made at Quatsino, on the

Northwest coast of Vancouver Island, at various points up the Coast, as far as Windy Arm, at the boundary between Alaska and British Columbia; on the Skeena River, and in the Bulkley Valley; at Sooke and Goldstream, Vancouver Island; in the Pitt and Harrison River districts, on the Lower Mainland; in the Mount Baker district, near Chilliwack; on Burrard and Jervis inlets; on several islands not mentioned; in the Lillooet; in the Fish River, Ferguson, Trout Lake, Poplar Creek camps, and elsewhere in the Lardeau district. Perhaps the most important district is in Yale county, included in what is known as the Similkameen. This section of the province has been delayed, owing to the lack of transportation. In Similkameen, there are many and extensive copper deposits, and at Hedley, a new mining camp, there is located a very promising gold property called the Nickel Plate, which has forty stamps in operation. From the various local mining centres, hurriedly indicated, the prospector has branched out and staked the country in many directions.

Many small towns and incorporated cities (every incorporated town is classified as a city) have sprung up, following the course of mining development, each with a bright future predicted by its founders. Thus Kalso and Kamloops were incorporated in 1893 (Kamloops, however, was for a long time the urban centre of the Yale District); Nelson, Grand Forks, Greenwood and Rossland in 1897; Sandon in 1898, Phoenix in 1900, and Slocan and Trail in 1901. There are others such as Fernie and Revelstoke, which have been incorporated since that time; but there is a long list that are the direct creation of the mining industry, such as Ainsworth, Atlin, Comaplix, Crofton, Eholt, Elko, Ferguson, Fairview, Fort Steele, Hedley, Ladysmith, Michel, Morrissey, Moyie, New Denver, Quesnel Forks, Silverton, Three Forks, Trout Lake, Bullion, Camborne. Some of these are already in the "sere and yellow leaf," following the fortunes of the camps that gave them life and activity, but the majority are substantial and growing, while others are springing up.

COAL AND OTHER MINERALS.

The history of coal mining is not less interesting than that of the other minerals. Already, a short sketch has been given of the very early operations. The mines at Nanaimo and Departure Bay developed into extensive industries, finding their principal market in San Francisco. The Vancouver Coal Company, which was controlled by the Hudson's Bay Company, was subsequently reorganized in London, under the title of the New Vancouver Coal Company, which carried on operations for years. Recently their properties were acquired by the Western Fuel Company, whose shareholders are American. The mines at Departure Bay are not now worked, and Wellington is now practically a deserted town. R. Dunsmuir & Sons, the owners, have opened up a new and valuable mine, known as the Extension mine, in Cranberry district. The other well known mines, also operated by R. Dunsmuir & Sons, are at Union, in the Comox Valley. The Union mines have shipped extensively for years. Coal exists in many parts of the province,—at Quatsino, on Queen Charlotte Islands, in the Northern Interior, in the Similkameen and Nicola districts, and in the Crow's Nest Pass, but with the exception of the last named, have not been utilized. An interesting history is connected with the development of the coal fields of the Crow's Nest Pass. It dates back as far as 1887. In June of that year, Mr. William Fernie, then of Fort Steele, and Lieutenant-Colonel Baker, a member of the Provincial Legislature, decided to prospect the coal measures, the existence of which had been reported by Mr. Michael Phillipps, an old Hudson's Bay Company employee. Every summer, for eight or nine years, Mr. Fernie took men from Fort Steele to the Elk River district, where they prospected the coal seams outcropping there. A syndicate was formed in Victoria, to acquire and develop them. Eventually, a company was organized to take over the syndicate's holdings, and a charter from the Provincial Legislature obtained, authorizing the construction of the British Columbia Southern Railway, for which a land subsidy was obtained, to give access to this coal dis-

trict. After a long series of negotiations, which forms a most important chapter in the political history of this province and of Canada, an agreement was finally closed with the Canadian Pacific Railway, for the construction of the railway through Crow's Nest Pass, to connect with its line at Lethbridge, in the Northwest Territory, thus affording direct connection between the Eastern wholesale markets, and those of the Kootenay mining towns. In the meanwhile, the Crow's Nest Pass Coal Company, controlled by Senator Cox, Robert Jaffray and other Eastern moneyed associates, acquired the coal lands, and have developed the mines, which are now producing both coal and coke on a large scale. These mines, and the coking industry in connection, supply the smelters of the Interior with coke, which is largely shipped to the United States as well. To give an idea of the extent of these coal fields, their area is estimated by Dr. Dawson, to be about two hundred (200) square miles. For a portion of this area, Dr. Selwyn, formerly director of the Geological Survey, estimates the coal underlying each square mile to be 49,952,000 tons. Thus we have one of the most remarkable coal basins known. Assuming that the estimate of Dr. Selwyn holds good for half the area, and the production at 10,000 tons a day, the supply in sight is sufficient to last 500,000 years, quite long enough to relieve immediate posterity from the danger of a fuel famine.

For the present, the output of coal is affected by the use of petroleum for fuel purposes, which is restricting the market, formerly enjoyed. The increasing use of coke in smelters, however, is in some measure compensating for the competition in oil fuel; and forever the coal measures of British Columbia must remain one of the greatest of provincial assets.

There is not time or space to review all the mineral resources of the province. The next most important mineral, and it may prove eventually to be the most important, is iron. As yet, it has not taken on the same degree of economic importance as the other minerals reviewed, from the fact that the iron industry has not yet been established on this Coast, but prospects

in that direction are visibly brighter. Iron ores in British Columbia are widely distributed throughout the Mainland and along the coast of both Island and Mainland. Although the Mainland has been but little prospected for iron ores, extensive deposits are known to exist at Cherry Creek, near Kamloops; at Bull Creek, Gray Creek, and Kitchener (Goat River) in East Kootenay; and are reported in the mountains north of Trail and in the Cariboo district. On the Coast, iron deposits occur on Texada Island and adjacent islands, at Rivers Inlet, and on Queen Charlotte Islands. The most important of these exist on the Island of Vancouver, at Sooke, Malahat Mountain, Port Renfrew (at the mouth of the San Juan River), Barkley Sound (including Sarita River and Cooper Island), Alberni Canal, Hesquiot Harbor, Nootka Sound and Quatsino Sound. As a rule, the iron ore is magnetite in character, but deposits of hematite have been discovered at Quatsino, near Chemainus, at Kitchener, and one or two other points, but not sufficient has been done to determine their extent or value. There is little doubt but that the bodies of iron, especially on the West Coast of Vancouver Island, are sufficiently extensive to maintain large blast furnaces for an indefinite time.

The conditions which affect the manufacture of iron on the Coast of British Columbia, are favorable in the extreme, if we except the question of market, which is yet an undetermined factor. They are: cheap water, transportation, and easy access to the water; good fuel at low cost, with abundance of pure lime for fluxes. It is true that labor is higher on this Coast, but the demand created by the existence of blast furnaces, would probably tend to equalize conditions in that respect. The other favorable conditions, however, would tend to offset the price of labor, and place the industry on a very favorable basis as compared with other parts of the world.

The other minerals, which are possessed in British Columbia in sufficient quantity to be of importance economically, are zinc, associated principally with the silver-lead ores of the Kootenays; cinnabar, the quicksilver-

bearing zone, two miles wide, having been traced for thirty miles, crossing Kamloops Lake, about three miles above the lower end of it; platinum, which occurs principally in the Tulameen, a branch of the Similkameen, and in the copper ores of Boundary and Rossland, and in the placers of Cariboo and Cassiar; mica, found in large quantities and excellent quality, in the vicinity of Tete Jeune Cache; gypsum in the vicinity of Kamloops; and lime in abundance in many parts of the province. Sulphur in the form of pyrites is more or less general; arsenic, osmiridium, scheelite and other minerals are also found. Tin, nickel, asbestos and manganese have not been reported to exist to any extent.

It would be difficult to say which of the four main resources of the Province are the most important. Mining has by general consent been given the first place, and it will probably continue to occupy that place for some years to come, if not forever. The value and extent of the fisheries are as yet somewhat problematical, though it is doubtful even if fully developed, they would yield the same amount of wealth as the minerals of the Province. Development in the case of the fisheries means depletion, unless means and methods are adopted to insure propagation on a scale commensurate with the fishing operations. There is great forest wealth on the Pacific Coast, but the timber is doomed to extinction along with that of the older parts of America. Up to the present time, no systematic or comprehensive system of protection and of forestration has been adopted, and without it, between the forest fires and the lumbermen, this capital resource will soon vanish. As yet, we have vast reserves, but with many loggers and mills at work, its disappearance will be much more rapid than the growth of new timber. The resource, however, upon which the highest permanent hopes may be based, is that of Agriculture in all its branches. We are told that the rainbow was placed in the sky as a token that as long as it remained there, there would be seedtime and harvest. It is morally certain that with rain and sunshine the industry, which is the

foundation of all industry and wealth, will continue unimpaired and perpetually productive. Owing to the potentialities of the soil and climate in British Columbia, the future of the Province is of the brightest possible character, and although the area of arable land is limited as compared with other provinces in Canada, it is not inconceivable that the output of the farms and orchards of British Columbia will yet be greater than that of the mines. Taking these resources in the order of their relative importance, as they appear at present from the value of the annual output, they are:

FISHERIES.

There is a considerable variation in the value of the output of the fisheries from year to year. In 1901, which was the record year, owing to the large salmon pack, the yield of fisheries was estimated in value to be about \$8,000,000. The word "estimated" is used because outside of the salmon pack, there are no absolutely exact returns. In 1902, the value of the yield fell to \$5,280,000. It is not proposed to go into a minute history of the fishing industry in this Province.

The salmon canning fishery, which has developed to such large proportions, practically began in the year 1876 on the Fraser River, New Westminster District. The first pack amounted to almost 10,000 cases, which rapidly increased. The pack was 225,000 cases in 1883; 204,000 cases in 1887; 315,000 cases in 1891; over 1,000,000 cases in 1897, and over 1,236,000 cases in 1901. These were mainly big years. Statistics show, with more or less regularity, every fourth year to have been big years, followed by one or two lean years. The exact cause of this periodicity, which is peculiar to the Fraser River, has never been definitely ascertained. The development of the salmon fishing for commercial purposes was gradual at first, but proceeded more rapidly in later years. It extended from the Fraser River to the Northern rivers and inlets, and we find canneries located at Rivers Inlet, Skeena and Naas

Rivers, Lowe Inlet, Dean Canal, Namu Harbor, Bella Coola, Smith's Inlet, Alert Bay, and on the West coast of Vancouver Island.

Recently, presumably as a result of the numerous canneries operated and the catching of fish in traps by American fishermen before they reach the Fraser River, there has been signs of depletion, and attention has been directed particularly to the increase of the natural supply by artificial methods of propagation, and by an endeavor to secure co-operation with canneries operating on the American side, and uniformity of regulation with a view to prevention of destructive methods and permanent sources of supply. The cannerymen, both north and south of the boundary line fully appreciate the importance of this and undoubtedly in the near future a mutual understanding will be arrived at. The artificial propagation of salmon by means of hatcheries began in 1885. In 1902 the Province erected a large hatchery at Seton Lake, which last year had an output of over forty million of salmon fry. About the same time that the Province undertook artificial propagation, the Dominion Government began erecting other hatcheries, and there are now four operating on the Fraser River, Granite Creek, Shuswap Lake, Skeena and Nimkish Rivers.

A comparatively small trade is carried on in fresh, dry, salted and smoked salmon. The salmon most used for cannery purposes are the sockeye and cohoes. The spring salmon and steelhead form the staple product for fresh fish export, while the dog salmon is now being utilized for the Japanese and other markets, in which a cheap product finds a demand. The fish next in importance to the salmon is the halibut, which is found in great quantities in Hecate Straits and along the coast to the northward. Within the last ten or twelve years, the halibut industry has developed into large proportions, and now over ten to fifteen million pounds is being shipped annually by the New England and other American companies, from Vancouver and Seattle, to the Eastern markets.

The range of food fishes on this coast is not as wide as on the Atlantic,



SALMON FISHING FLEET, OFF THE MOUTH OF THE FRASER
RIVER, IN THE GULF OF GEORGIA.

but the quantity available in each is much larger. The prime food fishes outside of the salmon and halibut referred to, are the oolachan, or candle fish, herring, sea bass, cod, sturgeon, shad, and a fish found in great quantities on the coast of Queen Charlotte Islands, known as black cod or "skill," somewhat resembling the mackerel. The herring industry, recently inaugurated, promises to become important, as the herring run in immense numbers. Whale fishing has been inaugurated on the West Coast of Vancouver Island, and a guano factory has been established in connection. There are other fish, such as dog fish and sharks, which are utilized to some extent for their oil. The principal game fish in the Province is the trout, which is found in all the waters of British Columbia, and the spring or tyee salmon. Those who have paid attention to the fishery resources of the Province claim that there is a great future ahead, as soon as markets have been found. Considerable capital has been expended in experimental work in various processes in the curing of fish. So far it has not assumed large proportions.

FOREST WEALTH.

Turning now to the timber resources of the Province, it is rather hazardous to make an estimate of the amount of standing timber available for commerce. No estimate can be regarded as reliable. Official publications give the timber area of British Columbia as 182,750,000 acres, but a great deal of that, while timbered, is not commercially of use except for local purposes. Much of it is covered with small trees, only fit for fuel and mine timber. However, it may be safely stated, that the largest and most important reserves of timber available on the North American continent for commercial purposes, are to be found in British Columbia. There are large detached limits of useful forest in the southern interior of the Province, now being utilized for export to the Northwest. This timber is much smaller than that found on the coast, where the trees grow to very large proportions; but still large as compared with that grown in the East. On coast limits as high as three hundred

thousand feet of timber have been cut from one acre, but the best limits average from twenty-five to fifty thousand feet. These are found on the lower Mainland, on Vancouver Island and the adjacent coast of the Mainland, and intervening islands as far north as the northern part of Vancouver Island, where the Douglas fir disappears. The principal timbers are the Douglas fir, which is the most important and widely distributed of the commercial trees, red cedar, spruce, western white pine, western yellow pine (or bull pine), hemlock, western larch, and to a limited extent, yellow cedar. There are no deciduous trees of great commercial importance. Alder and maple are used in a limited way for finishing woods, but the supply is not large. There is some oak on the southern end of Vancouver Island, but of little use commercially. Cottonwood has been used for the manufacture of "excelsior," while arbutus, dogwood, buckthorn and crab apple have occasional special uses. It is possible, however, to greatly diversify the useful hard woods of the Province, as walnut, butternut, hickory, elm, oak, beech, hard maples, ash, etc., can be cultivated and grow rapidly. The utilization of spruce, hemlock and Douglas fir along the coast, for the manufacture of paper pulp, has had considerable attention paid to it within the last few years, and several large companies have been organized with the purpose of engaging in the pulp and paper industries. Only preliminary work has yet been undertaken, but great hopes are entertained for the future. There are over one hundred saw mills in the Province, big and small, with a combined daily capacity of over two million feet, but this limit has never been reached; the annual cut running between three hundred to three hundred and fifty million feet. An important feature of the timber industry in recent years has been the manufacture of shingles from red cedar.

A large market is found in the Northwest and Eastern Canada. With the exception of the foreign export trade, amounting to about fifty million feet per annum, and a considerable local demand, the principal market for the timber of the mills of the Province is found in the Northwest provinces

and Manitoba. For a long period of years, the timber industry was in a depressed condition, but with the opening up of the Northwest, a new avenue of trade was found, and this market has been increasing in importance with the remarkable rush of population which has taken place recently, so that at present, the lumber industry is in a more prosperous condition than ever it was before. Timber lands have been in great demand, and new mills are being erected and old ones enlarged and modernized.

Statistics of the timber and lumber industry are not available prior to the year 1888, when the reports of the Inspector of Forestry began to be published. Since that time a very complete annual statement has been included in the report of the Chief Commissioner of Lands and Works. However, a careful estimate of the cut of timber in the Province since the commencement of the industry, made from available data in various years, gives the following results: To 1871, 250,000,000 feet; from 1871 to 1888, 595,000,000 feet; from 1888 to 1904, inclusive, 2,569,759,262 feet, or in the aggregate, 3,414,759,262 feet. If we add to the above the amount of lumber manufactured on Dominion Government lands, and that cut from private lands concerning which there is no official record, the total will be very materially increased.

AGRICULTURE.

Reference has already been made to the permanent character and bright possibilities of the agricultural industry in British Columbia. The achievements in this direction for the past ten years are sufficient upon which to base the most sanguine anticipations. There are several elements which give great promise to the industry. The first is climate, which except in the most remote northerly parts of the Province, is conducive to the best results. On the Coast it is particularly mild and equable, and, therefore, favorable to small fruits, pears, plums, cherries, and several varieties of apples, to nearly all kinds of vegetables, for dairying and stock purposes, and to grain growing, with the exception of wheat, which does not ripen sufficiently hard for milling.

In the interior valleys, where the heat is much greater in the summer time and the winters are dry and cold, the range of agricultural products in all lines is even greater because we have added to the fruits and grain already referred to those which require more heat and greater cold for maturing perfectly, for instance, it is possible to grow tomatoes, peaches and grapes, which require greater heat, and a greater variety of apples, which reach their perfection in a cold, rigorous climate. The finest of wheat for milling purposes can also be grown. The soil suitable for agriculture is everywhere very productive, and the yields on the average are greater than in any other part of Canada. This productiveness is a result of a combination of soil and climate. The growing season is long and conduces to the best quality. From a commercial point of view, the conditions are peculiarly favorable. The distance from Eastern Canada affords a natural protection in the way of freight rates, and the duty on agricultural products prevents over competition from the Pacific Coast states of America. The condition, however, which peculiarly favors fruit growing in British Columbia is the continuity of the Northwest Territory, now rapidly filling up with population. In addition to the home market, which is a large and profitable one and continuously growing, the fruit-grower has the Northwest practically to himself, and has heretofore been able to obtain the highest prices for all he could grow of the right varieties properly packed. The market, in fact, for fruit is increasing more rapidly than the ability of the fruit grower to supply it, and particularly in view of the expanding population, there need, therefore, be no anxiety for many years to come in regard to over production.

There has always been, too, a large local demand for dairy products, poultry and eggs, which the home product has been unable to fully supply. Farmers obtain the highest prices for their butter, eggs and poultry. With the exception of the interior valleys—where stock growing has been carried on on a large scale, by being able to take advantage of the bunch grass ranges of the hill sides—British Columbia is not a country for large ranches; all the condi-

tions are opposed to farming on a large scale. Therefore, the agriculturist is, by virtue of such conditions, compelled to undertake mixed farming on a small scale, which, in the experience of the world, has proved to be the most profitable and most permanent. One of the conditions referred to is the cost of securing land and bringing it into cultivation, or if it be located in the dry belt, it requires irrigation, or if low-lying, demands extensive draining and under draining. In other words, taken as a whole, it is much more expensive to bring land under proper cultivation in British Columbia than in most other parts of America, and therefore not favorable to land holding in large areas, but once fitted for cultivation, it becomes by reason of a combination of favorable circumstances, exceedingly productive, and yielding large dividends upon the capital invested. It is a country eminently suited to intensive cultivation of whatever character, and as at the present time fruit growing and dairying give promise of the greatest returns, particular attention is being paid to these branches of the industry. Within the past ten years no other industry of whatever character has made such rapid and substantial progress as that of farming, and no other has such bright prospects of continuous expansion and enduring success. It has not been usual in the past to regard British Columbia in the light of an agricultural country, and therefore it has become better known on account of its mineral, timber and fishing resources, but it is estimated that the value of farm products for 1905 was six million dollars. It will thus be seen that it compares favorably in agriculture with other natural resources. As an instance of the possibilities in this respect, the census of 1891 gives the extent of improved land at considerably less than half a million acres, and as a matter of fact, much of that is only partially improved. It would be safe to say that the area actually under cultivation does not exceed two hundred or two hundred and fifty thousand acres at the outside, so that the amount of arable land in the whole Province, the area of which is about two hundred and fifty million acres, is very small in comparison; there is nevertheless, sufficient to afford room for an agricultural population of half a mil-

lion persons, allowing each farmer, or head of a family, ninety acres each, or at the present rate of production, capable of producing one hundred million dollars worth of farm produce annually. It is impossible at the present time, basing figures upon official returns, to give an accurate estimate of the areas of the various arable districts of the Province, but in a rough way it is possible to give approximately the following: The lower Fraser valley in the Westminster district, 350,000 acres; the southeastern portion of Vancouver Island, 250,000; the north end of Vancouver Island, 300,000 acres; Okanagan district, 240,000 acres; north and south Thompson River valleys, 75,000 acres; Nicola, Similkameen, and Kettle River valleys, 350,000 acres; Lillooet and Cariboo, 200,000 acres; East and West Kootenay, 150,000 acres; Canoe River valley, 75,000 acres; the Chilcoten, including the Nechaco and Blackwater valleys, 750,000 acres; Bulkley and Kispiox valleys, 200,000 acres; Ootsa Lake, 150,000 acres; Bella Coola and other Coast districts, 150,000 acres; New Caledonia, including Peace River, 5,500,000 acres; making a grand total of nearly 9,000,000 acres. This is an estimate that cannot be verified officially, as but little is known as to the exact extent of some of the valleys enumerated, but it will probably be found to be not far wide of the mark. It will be seen that only a small percentage of this land has yet been made available, in fact, by far the largest part of it is still in the hands of the Government and until communication is effected, settlement and population must necessarily be slow. To show how rapidly the agricultural industry is developing, it may be stated that in 1897 the output of butter from the creameries did not exceed 75,000 pounds, whereas in 1904 there were about 1,120,000 pounds manufactured, with fourteen creameries in operation, showing an increase of 160,000 pounds over the previous year.

The possibilities of further development is shown by the fact that in 1904 considerably more butter was imported than was manufactured, or butter to the value of \$1,180,000, which came from the Northwest, Oregon, Washington, California, New Zealand and Australia.

The value of the fruit shipped in 1904 was estimated at \$240,000, and the total value of the fruit produced and marketed exceeded \$500,000, which amounts were largely exceeded in 1905, though returns are not available at the time of writing. The area of land planted in orchards, according to census returns of 1901, was 7,430 acres, the estimated value of the acreage of orchards planted in the three following years was 6,000 acres, so that at the end of 1904, there were about 13,500 acres of orchards, and it is estimated that in 1905, taking the number of trees planted as a basis, between 7,000 and 10,000 acres of land was added to the area under cultivation, and devoted to fruit growing.

CONCLUSION.

The Province of British Columbia, though it has material and the natural conditions out of which to create great industries, has not yet been placed in the position in relation with the commercial world to take advantage of its opportunities. Development in that direction is a matter of slow progress, and follows in the wake of trade with the Orient, via the Pacific Ocean. Remoteness from centers of supply, price of labor, the relatively high cost of transportation as compared with the Atlantic ports, and, in particular, with the great ports of Europe, with which the Pacific Coast must come into competition when striving for foreign trade, and other conditions, all enter into the problem of success, and have to be overcome by degrees. Trans-continental railways and trans-Pacific steamship lines and Pacific cable and the proposed Panama Canal, are altering the conditions, and we are gradually building up Liverpools and New Yorks. It is, therefore, almost as certain as the sun rises in the east and sets in the west, that in time the center of commercial gravity will be shifted. We shall then stand in the same relative position in regard to the trade of the world as those world centers, and in point of industry British Columbia will have exceptional advantages in relation to the Orient. The large industries which effect the international situation are iron and steel, pulp and paper, timber, fishery products, preserved and canned fruits

and vegetables, manufactured woolens, etc. Respecting all of these and others that might be included, no country is in a better natural position to compete. It has not only geographical advantages by ocean navigation, but it has a great wealth of natural resources easily accessible. It is indeed, in a much better position than Great Britain ever was, and the Mother Country until recently stood unrivalled in trade and industry. We may, therefore, look with unbounded confidence, even though we have to exercise patience, to the future, when mammoth factories of various kinds will produce goods for every part of the globe, to be conveyed thither by fleets of steamers. Our ocean ports will be the entrepot for commerce flowing freely to and fro along the new route between the Occident and the Orient, and from the nether hemisphere of Australasia to the northern and congenerous parts of the same empire. Progress towards that end, as has already been remarked, has been extremely slow, and those in the early days who dreamed dreams of things we now see and have more certain knowledge of their approach, experienced many disappointments. They saw truly but too far ahead to reap of the harvest they had anticipated. In Hudson's Bay Company days there was a considerable trade carried on with points on the Pacific coast north and south, with the Sandwich Islands, China and Siberia, and of course, with Great Britain, from which all merchandise came. The Oregon territory then produced furs, wheat, lumber, meat and skins, flour, etc. This in a small way gave promise of things to come. After the organization of the colonies, subsequent to the first gold rush, there was little exported except gold, lumber and furs, which percolated through Victoria, principally from the northern and interior posts of the company. For a number of years these were practically the only items of export. Canned salmon did not enter the list until after 1876, while the exports of foreign lumber never materially increased from the early days. Practically everything important in the line of export trade is modern.

To some extent, it may be said that British Columbia for years existed on prospects. The first gold rush produced an excitement and real estate booms

in Victoria and New Westminster, followed by extreme depression, which was relieved by the second rush, the result of the Cariboo excitement and discoveries. Depression then became and remained chronic, with occasional spurts arising out of new finds and rushes here and there, or new developments in the political situation, promising union, or confederation, or the building of the railway. It was only after the building of the Canadian Pacific Railway became a certainty and work actually began, that the business of the Province revived. Then inflation in real estate set in, the like of which British Columbia never experienced. Business in every line revived, and speculation was greatly stimulated by the prospects. The movement grew in strength until about 1890, when it had attained its height, and had reached every inhabited part of the Province. Vancouver City was the center of the speculative whirl, but Victoria, New Westminster and many other places boomed out of all proportion to business actually being done. Speculation extended to timber limits, wild lands, farm lands, to mining properties, and even to the fisheries. After the climax had been reached there was a very rapid shrinkage in values, and in 1893, 1894 and 1895 the after effects were very severe. In 1896 matters began to improve and improvement may be said to have continued ever since, though mining, fishing and lumbering each has experienced ups and downs of a serious character, hard body blows from various quarters and for various reasons too long to explain. At the present time, the opening of the year 1906, the Province is in sound condition industrially and commercially, and enjoying general peace and prosperity, with prospects of railway construction and development that have not seemed so assured for many years. It may be that we shall be carried on the whirligig of fortune through past vicissitudes, and land in a position somewhat similar to what we were in 1893-6. The exercise of business discretion and wisdom fraught of experience should steer us through the inevitable era of depression safely, and without the acute sufferings following reckless and unwarranted investments and business ventures. That period of reaction, how-

ever, is not likely to occur again for several years, and until after the Province has made tremendous strides forward and become the Mecca of the multitudes who are now looking to the boundless West for new homes and new careers. The movement, which is fast gathering force must exhaust itself before the clouds of adversity again appear on our horizon. That we shall have undue speculation and inflation, as a consequence of population overflowing the Rockies, is as certain as it is apparently unavoidable, but while those periods of great activity, like electrical storms, leave many business wrecks in their tracks, they also sow the seeds of new industries and suggest new possibilities. It will, at the worst, in the future be as it has been in the past. Each time when we sink low in the valley of depression we ascend higher mountains beyond, until some day we shall view the world at our feet.

AUTHOR'S POSTSCRIPT.

The Author desires to acknowledge valuable assistance rendered by E. O. Scholefield, provincial Librarian; Captain Walbran, of the Marine and Fisheries service; Miss Maria Lawson and Miss Agnes Deans Cameron, of the staff of the Victoria public schools; and Mr. D. W. Higgins, late speaker of the Legislative Assembly, all of whom contributed materially to the information contained in the foregoing pages.

APPENDICES.

GOVERNORS AND LIEUTENANT-GOVERNORS.

GOVERNORS OF VANCOUVER ISLAND.

	From	To
Richard Blanshard	1849	Nov., 1851
Sir James Douglas, K. C. B.....	Nov., 1851	Mar., 1864
Arthur Edward Kennedy	Oct., 1864	Union, 1866

GOVERNORS OF BRITISH COLUMBIA.

	From	To
Sir. James Douglas	Sept., 1858	Apl., 1864
Frederick Seymour.....	Apl., 1864	June, 1869
Anthony Musgrave, K. C. M. G.....	Aug., 1869	July, 1871

LIEUTENANT-GOVERNORS SINCE CONFEDERATION.

	From	To
Sir J. W. Trutch, K. C. M. G.....	July 5, 1871	July, 1876
Hon. A. N. Richards	June 27, 1876	July, 1881
C. F. Cornwall	June 21, 1881	Feby., 1887
Hugh Nelson	Feby. 8, 1887	July, 1892
Hon. Edgar Dewdney	Nov. 1, 1892	Nov., 1897
T. R. McInnes	Nov. 18, 1897	June, 1900
Sir Henri Gustave Joly de Lotbinière....	June 21, 1900	

LIST OF SPEAKERS.

	From	To
Hon. J. S. Helmcken.....	1856	1871
Hon. James Trimble	1872	1878
Hon. F. W. Williams.....	1878	1882
Hon. J. A. Mara	1883	1886
Hon. C. E. Pooley.....	1887	1889
Hon. D. W. Higgins (resigned March 4, 1898).....	1890	1898
Hon. J. P. Booth	1898	1898
Hon. Thos. Forster	1899	1900
Hon. J. P. Booth (died March, 1902).....	1900	1902
Hon. C. E. Pooley	1902	1905

COLONIAL LEGISLATURES AND EXECUTIVE COUNCILS.

Legislative Assembly, Vancouver Island, First Parliament, 1855 to 1859: Victoria town, James Yates and Jos. W. McKay; Esquimalt and Victoria Districts, J. S. Helmcken (1) and J. D. Pemberton; Esquimalt town, Thomas J. Skinner; Sooke District, John Muir.

(1) Speaker.

Legislative Assembly, Vancouver Island, Second Parliament, March, 1860 to February, 1863: Victoria town—First session, March, 1860, to February, 1861, J. H. Cary, S. Franklin; second session, June, 1861, to January, 1862, J. H. Cary, S. Franklin; third session, March, 1862, to December, 1862, J. H. Cary, S. Franklin; fourth session, January, 1863, to February, 1863, J. H. Cary, S. Franklin. Victoria District—First session, March, 1860, to February, 1861, H. P. P. Crease, W. F. Tolmie, A. Waddington; second session, June, 1861, to January, 1862, H. P. P. Crease (1), W. F. Tolmie, A. Waddington (2), J. W. Trutch (vice Crease), J. Trimble (vice Waddington); third session, March, 1862, to December, 1862, W. F. Tolmie, J. W. Trutch, J. Trimble; fourth session, January, 1863, to February, 1863, W. F. Tolmie, J. W. Trutch, J. Trimble. Esquimalt town—First session, March, 1860, to February, 1861, G. T. Gordon; second session, June, 1861, to January, 1862, G. T. Gordon (3); third session, March, 1862, to December, 1862, T. Harris (4), Wm. Cocker (vice Harris); fourth session, January, 1863, to February, 1863, Wm. Cocker. Esquimalt District—First session, March, 1860, to February, 1861, J. S. Helmcken, James Cooper (5), R. Burnaby (vice Cooper); second session, June 1861, to January, 1862, J. S. Helmcken, Robert Burnaby; third session, March, 1862, to December, 1862, J. S. Helmcken, R. Burnaby; fourth session, January, 1863, to February, 1863, J. S. Helmcken (6), R. Burnaby. Lake District—First session, March, 1860, to February, 1861, G. F. Foster; second session, June, 1861, to January, 1862, G. F. Foster; third session, March, 1862 to De-

ember, 1862, G. F. Foster; fourth session, January, 1863, to February, 1863, G. F. Foster. Sooke District—First session, March, 1860, to February, 1861, W. J. Macdonald; second session, June, 1861, to January, 1862, W. J. Macdonald; third session, March, 1862, to December, 1862, W. J. Macdonald; fourth session, January, 1863, to February, 1863, W. J. Macdonald. Saanich District—First session, March, 1860, to February, 1861, John Coles; second session, June, 1861, to January, 1862, John Coles; third session, March, 1862, to December, 1862, John Coles; fourth session, January, 1863, to February, 1863, John Coles. Salt Spring District—First session, March, 1860, to February, 1861, J. J. Southgate; second session, June, 1861, to January, 1862, J. J. Southgate; third session, March, 1862, to December, 1862, J. J. Southgate; fourth session, January, 1863, to February, 1863, J. J. Southgate. Nanaimo District—First session, March, 1860, to February, 1861, A. R. Green; second session, June 1861, to January, 1862, A. R. Green (7), D. B. Ring (vice Green); third session, March, 1862, to December, 1862, D. B. Ring; fourth session, January, 1863, to February, 1863, D. B. Ring.

- (1) Resigned October, 1861.
- (2) Resigned October, 1861.
- (3) Resigned January, 1862.
- (4) Resigned September, 1862.
- (5) Resigned November, 1860.
- (6) Speaker.
- (7) Resigned October, 1861.

Executive Council of Vancouver Island, September, 1863, to September 1866: Hon. William A. G. Young, acting Colonial Secretary, from September, 1863, to August, 1864 (1); Hon. George Hunter Cary, Attorney General, from September, 1863, to August, 1864 (2); Hon. Alexander Watson, Treasurer, from September, 1863, to September, 1866; Hon. Joseph D. Pemberton, Surveyor-General, from September, 1863, to October, 1864 (3); Hon. Henry Wakeford, acting Colonial Secretary, from August, 1864, to June, 1865 (4); Hon. Thomas Lett Wood, acting Attorney-General, from

August, 1864, to September, 1866; Hon. B. W. Pearse, acting Surveyor-General, from October, 1864, to September, 1866; Hon. W. A. G. Young, Colonial Secretary, from June, 1865, to September, 1866.

- (1) Leave of absence.
- (2) Resigned.
- (3) Resigned.
- (4) Superseded by Colonial Secretary.

Legislative Assembly, Vancouver Island, Third Parliament, September, 1863, to August, 1866: Victoria City—First session, September, 1863, to July, 1864; W. A. G. Young, A. DeCosmos, I. W. Powell, J. C. Ridge (1), S. Franklin (vice Ridge); second session, September, 1864, to July, 1865, A. DeCosmos (2), I. W. Powell, S. Franklin, C. B. Young (3), A. DeCosmos (re-elected), L. McClure (vice C. B. Young); third session, November, 1865, to August, 1866, I. W. Powell, S. Franklin (4), A. DeCosmos, L. McClure, C. B. Young (vice Franklin.) Victoria District—First session, September, 1863, to July, 1864, E. H. Jackson, W. F. Tolmie, J. Trimble; second session, September, 1864, to July, 1865, W. F. Tolmie, J. Trimble, James Dickson; third session, November, 1865, to August, 1866, W. F. Tolmie, J. Trimble, James Dickson. Esquimalt town—First session, September, 1863, to July, 1864, G. F. Foster; second session, September, 1864, to July, 1865, J. J. Southgate; third session, November, 1865, to August, 1866, J. J. Southgate (5), E. Stamp (vice Southgate). Esquimalt District—First session, September, 1863, to July, 1864, J. S. Helmcken (6), R. Burnaby; second session, September, 1864, to July, 1865, J. S. Helmcken, R. Burnaby; third session, November, 1865, to August, 1866, J. S. Helmcken, John Ash. Lake District—First session, September, 1863, to July, 1864, J. Duncan; second session, September, 1864, to July, 1865, J. Duncan; third session, November, 1865, to August, 1866, J. Duncan. Sooke District—First session, September, 1863, to July, 1864, J. Carswell; second session, September, 1864, to July, 1865, J. Carswell; third session,

November, 1865, to August, 1866, J. Carswell. Saanich District—First session, September, 1863, to July, 1864, C. Street; second session, September, 1864, to July, 1865, (7) C. Street, J. J. Cochrane (vice Street); third session, November, 1865, to August, 1866, J. J. Cochrane. Salt Spring District—First session, September, 1863, to July, 1864, John T. Pidwell (8), George E. Beans (vice Pidwell); second session, September, 1864, to July, 1865, G. E. Deans; third session, November, 1865, to August, 1866, G. E. Deans (9), J. T. Pidwell (vice Deans.) Nanaimo District—First session, September, 1863, to July, 1864, A. Bayley; second session, September, 1864, to July, 1865, A. Bayley; third session, November, 1865, to August, 1866, T. Cunningham.

- (1) Resigned January, 1864.
- (2) Resigned February, 1865.
- (3) Resigned February, 1865.
- (4) Seat declared vacant April, 1866.
- (5) Seat declared vacant April, 1866.
- (6) Speaker.
- (7) Resigned October, 1864.
- (8) Unseated on petition.
- (9) Unseated on petition.

Legislative Council of Vancouver Island, September, 1863, to September, 1866: Hon. David Cameron, Chief Justice, from September, 1863, to November, 1865 (1); Hon. D. B. Ring, acting Attorney-General, from September, 1863, to October, 1863 (2); Hon. Alexander Watson, Treasurer, from September, 1863, to September, 1866; Hon. Roderick Finlayson, Member of Council, from September, 1863, to September, 1866; Hon. Alfred J. Langley, Member of Council, from September, 1863, to January, 1864 (3); Hon. B. W. Pearse, acting Surveyor-General, from October, 1863, to April, 1864 (4); Hon. George H. Cary, Attorney-General, from October, 1863, to August, 1864 (5); Hon. Joseph D. Pemberton, Surveyor-General, from April, 1864, to October, 1864 (6); Hon. Donald Fraser, Member of Council, from April, 1864, to September, 1866; Hon. Henry

Wakeford, acting Colonial Secretary, from August, 1864, to June, 1865 (7); Hon. Henry Rhodes, Member of Council, from August, 1864, to September, 1866; Hon. Thomas Lett Wood, acting Attorney-General, from August, 1864, to September, 1866; Hon. B. W. Pearse, acting Surveyor-General, from October, 1864, to September, 1866; Hon. W. A. G. Young, Colonial Secretary, from July, 1865, to September, 1866; Hon. Joseph Needham, Chief Justice, from November, 1865, to September, 1866 (8).

- (1) President. Resigned.
- (2) Superseded by Attorney-General.
- (3) Mr. Langley's name does not appear on minutes of Council after this date.
- (4) Superseded by Surveyor-General.
- (5) Resigned.
- (6) Resigned.
- (7) Superseded by Colonial Secretary.
- (8) President.

Legislative Council, 1864 to July 19th, 1871: Session 1864—The Hon. Arthur N. Birch, Colonial Secretary; Hon. Henry P. P. Crease, Attorney-General; Hon. Wymond O. Hamley, Collector of Customs; Hon. Chartres Brew, Magistrate, New Westminster; Hon. Peter O'Reilly, Magistrate, Cariboo East; Hon. E. H. Sanders, Magistrate, Yale; Hon. H. M. Ball, Magistrate, Lytton; Hon. J. A. R. Homer, New Westminster; Hon. Robert T. Smith, Hope, Yale and Lytton; Hon. Henry Holbrook, Douglas and Lillooet; Hon. James Orr, Cariboo East; Hon. Walter S. Black, Cariboo West.

Session 1864 to 1865—Hon. Arthur N. Birch, Colonial Secretary and Presiding Member; Hon. Henry P. P. Crease, Attorney-General; Hon. Charles W. Franks, Treasurer; Hon. Wymond O. Hamley, Collector of Customs; Hon. Chartres Brew, Magistrate, New Westminster; Hon. Peter O'Reilly, Magistrate, Cariboo; Hon. H. M. Ball, Magistrate, Lytton; Hon. A. C. Elliot, Magistrate, Lillooet; Hon. John C. Haynes, Magistrate, Osoyoos and Kootenay; Hon. J. A. R. Homer, New Westminster district; Hon.

FARM NEAR VICTORIA.



Henry Holbrook, Douglas and Lillooet districts; Hon. Clement F. Cornwall, Hope, Yale and Lytton districts; Hon. George Anthony Walkem, Cariboo East district; Hon. Walter Moberly, Cariboo West district.

Session, 1866—Hon. Henry M. Ball, acting Colonial Secretary, and Presiding Member; Hon. Henry P. P. Crease, Attorney-General; Hon. Charles W. Franks, Treasurer; Hon. Joseph W. Trutch, Chief Commissioner of Lands and Works; Hon. Wymond O. Hamley, Collector of Customs; Hon. Chartres Brew, Magistrate, New Westminster; Hon. Peter O'Reilly, Magistrate, Kootenay; Hon. Andrew C. Elliot, Magistrate, Lillooet; Hon. John C. Haynes, Magistrate, Osoyoos and Kootenay; Hon. J. A. R. Homer, New Westminster district; Hon. Henry Holbrook, Douglas and Lillooet districts; Hon. Clement F. Cornwall, Hope, Yale and Lytton districts; Hon. George Anthony Walkem, Cariboo East district; Hon. Robert Smith, Cariboo West district.

Session 1867—First session after union with Vancouver Island. Hon. Arthur N. Birch, Colonial Secretary and Presiding Member; Hon. Henry P. P. Crease, Attorney-General; Hon. William A. G. Young, acting during session as Treasurer; Hon. Joseph W. Trutch, Chief Commissioner of Lands and Works; Hon. Wymond O. Hamley, Collector of Customs; Hon. Thomas Lett Wood, acting during session as Solicitor-General; Hon. Henry M. Ball, Magistrate, Cariboo West; Hon. Chartres Brew, Magistrate, New Westminster; Hon. George W. Cox, Magistrate, Cariboo East; Hon. William H. Franklyn, Magistrate, Nanaimo; Hon. William J. Macdonald, Magistrate, Victoria; Hon. Peter O'Reilly, Magistrate, Kootenay; Hon. Edward H. Sanders, Magistrate, Yale and Lytton; Hon. Amor DeCosmos, Victoria; Hon. J. S. Helmcken, Victoria; Hon. Joseph D. Pemberton, Victoria district; Hon. John Robson, New Westminster; Hon. Robert T. Smith, Columbia River and Kootenay; Hon. Joseph J. Southgate, Nanaimo; Hon. Edward Stamp, Lillooet; Hon. Geo. A. Walkem, Cariboo; Hon. Francis J. Barnard, Yale and Lytton.

Session 1868—The Hon. W. A. G. Young, acting Colonial Secretary and Presiding Member; Hon. Henry P. Pellew Crease, Attorney-General; Hon. Robert Ker, acting during session as Treasurer; Hon. Joseph W. Trutch, Chief Commissioner of Lands and Works; Hon. Wymond O. Hamley, Collector of Customs; Hon. Henry M. Ball, Magistrate, New Westminster; Hon. George W. Cox, Magistrate, Columbia and Kootenay; Hon. Thomas Elwyn, acting during session as Magistrate for Cariboo; Hon. Wm. J. Macdonald, Magistrate, Victoria; Hon. Peter O'Reilly, Magistrate, Yale and Lytton; Hon. Warner R. Spalding, Magistrate, Nanaimo; Hon. Thomas Lett Wood, Magistrate, Victoria; Hon. Amor DeCosmos, Victoria; Hon. John S. Helmcken, Victoria; Hon. Joseph D. Pemberton, Victoria district; Hon. John Robson, New Westminster; Hon. Robert T. Smith, Columbia and Kootenay; Hon. Edward Stamp, Lillooet; Hon. Geo. A. Walkem, Cariboo; Hon. Francis Jones Barnard, Yale and Lytton.

Session 1868-69—The Hon. W. A. G. Young, acting Colonial Secretary and Presiding Member; Hon. Henry P. Pellew Crease, Attorney-General; Hon. Joseph W. Trutch, Chief Commissioner of Lands and Works; Hon. Wymond O. Hamley, Collector of Customs; Hon. Arthur T. Bushby, acting Postmaster-General; Hon. Edward G. Alston, J. P.; Hon. Henry M. Ball, J. P.; Hon. Henry Holbrook, J. P.; Hon. Peter O'Reilly, J. P.; Hon. A. F. Pemberton, J. P.; Hon. Edward H. Sanders, J. P.; Hon. George Anthony Walkem, J. P.; Hon. Thomas Lett Wood, J. P.; Hon. Robert W. Carrall, Cariboo; Hon. John C. Davie, Victoria district; Hon. M. W. T. Drake, Victoria City; Hon. Henry Havelock, Yale; Hon. John S. Helmcken, Victoria City; Hon. Thomas B. Humphreys, Lillooet; Hon. David B. Ring, Nanaimo; Hon. John Robson, New Westminster.

Session 1870—The Hon. Philip J. Hankin, Colonial Secretary and Presiding Member; Hon. Henry P. Pellew Crease, Attorney-General; Hon. Joseph Wm. Trutch, Chief Commissioner of Lands and Works; Hon. Wymond O. Hamley, Collector of Customs; Hon. Arthur T. Bushby, acting

Postmaster-General; Hon. Edward G. Alston, J. P.; Hon. Henry M. Ball, J. P.; Hon. Henry Holbrook, J. P.; Hon. Peter O'Reilly, J. P.; Hon. Augustus F. Pemberton, J. P.; Hon. Edward H. Sanders, J. P.; Hon. George A. Walkem, J. P.; Hon. Thomas Lett Wood, J. P.; Hon. Francis Jones Barnard, Yale; Hon. Robert W. W. Carrall, Cariboo; Hon. Amor DeCosmos, Victoria district; Hon. Edgar Dewdney, Kootenay district; Hon. M. W. T. Drake, Victoria City; Hon. John Sebastian Helmcken, Victoria City; Hon. Thomas B. Humphreys, Lillooet; Hon. David B. Ring, Nanaimo; Hon. John Robson, New Westminster.

Session 1871—The Hon. Philip J. Hankin, Colonial Secretary (Speaker); Hon. George Philipppo, Attorney-General; Hon. Joseph W. Trutch (1), Chief Commissioner of Lands and Works; Hon. Wymond O. Hamley, Collector of Customs; Hon. Augustus F. Pemberton, J. P.; Hon. Edward G. Alston, J. P.; Hon. Henry Nathan, Victoria City; Hon. John S. Helmcken, Victoria City; Hon. Amor DeCosmos, Victoria district; Hon. Arthur Bunster, Nanaimo; Hon. Hugh Nelson, New Westminster; Hon. Clement F. Cornwall, Hope, Yale and Lytton; Hon. Thomas B. Humphreys, Lillooet and Clinton; Hon. Robert W. W. Carrall, Cariboo; Hon. Robert J. Skinner, Kootenay.

(1) On February 14th, 1871, the Hon. P. O'Reilly was appointed a member of the Legislative Council, vice the Hon. J. W. Trutch, absent from the Colony.

PROVINCIAL ADMINISTRATIONS.

THE MC CREIGHT MINISTRY.

Hon. J. F. McCreight, Q. C., Premier and Attorney-General from December 1871, to December 23, 1872.

Hon. A. R. Robertson, Q. C., Provincial Secretary from January, 1872, to December, 1872.

Hon. Henry Holbrook, Lands and Works, from November, 1871, to

January 15, 1872, and President of Council from January 15 to December 20, 1872.

Hon. George A. Walkem, Q. C., Lands and Works, from January 12 to December 20, 1872.

This Ministry resigned on December 23, 1872.

THE DE COSMOS-WALKEM MINISTRY.

Hon. Amor De Cosmos, Premier and President of Council, December 23, 1872, to February 11, 1874. (Resigned.)

Hon. G. A. Walkem, Q. C., Attorney-General from December 23, 1872, to February 11, 1874, and Premier from February 11, 1874, to January 27, 1876.

Hon. Robert Beaven, Lands and Works, from December 23, 1872, to January 27, 1876.

Hon. Dr. John Ashe, Provincial Secretary, from December 23, 1872, to January 27, 1876.

Hon. W. J. Armstrong, Member of the Cabinet, without portfolio, from December 23, 1872, to February 23, 1873, and Finance and Agriculture, from February 28, 1873, to January 27, 1876.

Ministry resigned January 27, 1876.

THE ELLIOT MINISTRY.

Hon. A. C. Elliot, Premier, Attorney-General and Provincial Secretary, from February 1, 1876, to June 25, 1878.

Hon. Forbes G. Vernon, Lands and Works, from February 1, 1876, to June 25, 1878.

Hon. T. B. Humphreys, Finance and Agriculture, from February 1, 1876, to September 11, 1876. (Resigned.)

Hon. William Smithe, Finance and Agriculture, from August 10, 1876, to June, 1878.

Hon. E. B. Davie, Provincial Secretary, from May, 1877, to August, 1877.

Ministry resigned June, 1878.

THE WALKEM MINISTRY.

Hon. J. Walkem, Premier, Attorney-General, Lands and Works, and President of the Council, from June 26, 1878, to June 12, 1882. (Appointed Judge.)

Hon. T. B. Humphreys, Provincial Secretary and Minister of Mines, from June 26, 1876, to June 13, 1882. (Resigned.)

Hon. Robert Beaven, Finance, from June 26, 1876, to June 13, 1882.

THE BEAVEN MINISTRY.

The Ministry in power from the dissolution of the third Parliament to January, 1883, was as follows:

Hon. Robert Beaven, Premier, Lands and Works, Finance, Agriculture, and President of Council, from June 13, 1882, to January 30, 1883.

Hon. T. B. Humphreys, Provincial Secretary and Minister of Mines, from June 13, 1882, to August 23, 1882. (Resigned.)

Hon. J. R. Hett, Attorney-General, from June 13, 1882, to January 30, 1883.

Hon. W. J. Armstrong, Provincial Secretary, from August 23, 1882, to January 30, 1883.

THE SMITHE MINISTRY.

Hon. William Smithe, Premier, Lands and Works, from January 29, 1883, to March 29, 1887.

Hon. A. B. Davie, Attorney-General, from January 29, 1883.

Hon. John Robson, Provincial Secretary, Finance and Agriculture, from January 29, 1883.

Hon. M. W. T. Drake, Q. C., President of Council, from January 29, 1883, to December 8, 1884. (Resigned.)

Hon. Simeon Duck, Finance and Agriculture, from March 21, 1885.

THE DAVIE MINISTRY.

Hon. A. E. B. Davie, Premier and Attorney-General, from April, 1887, to August, 1889. (Died August, 1889.)

Hon. John Robson, Provincial Secretary, Finance and Minister of Agriculture, to July, 1887.

Hon. F. G. Vernon, Lands and Works, from April 1, 1887.

Hon. Robert Dunsmuir, President of Council to August 8, 1887. (Deceased.)

Hon. J. H. Turner, Finance and Agriculture, from August, 1887.

THE ROBSON MINISTRY.

Hon. John Robson, Premier, Provincial Secretary and Minister of Mines, August 3, 1889, to June, 1892.

Hon. F. G. Vernon, Lands and Works, August 3, 1889, to June, 1892.

Hon. J. H. Turner, Finance and Agriculture, August 3, 1889, to June, 1892.

Hon. Theodore Davie, Q. C., Attorney-General, August 3, 1889, to June, 1892.

Hon. C. E. Pooley, Q. C., President of Council, August 3, 1889, to June, 1892.

Ministry dissolved June, 1892, by death of Premier.

THE DAVIE MINISTRY.

Hon. Theodore Davie, Premier, Attorney-General and Provincial Secretary, July 2, 1892, to March, 1895.

Hon. F. G. Vernon, Mines and Agriculture, July 2, 1892, to March 4, 1895.

Hon. Lieut.-Col. James Baker, Education and Immigration, May 28, Provincial Secretary, September 8, 1892, to March 4, 1895.

Hon. C. E. Pooley, Q. C., President of Council, July 2, 1892, to March 4, 1895.

Ministry resigned March, 1895.

THE TURNER MINISTRY.

March 4, 1895—August 8, 1898.

Hon. J. H. Turner, Premier, Finance and Agriculture.

Hon. C. E. Pooley, Q. C., President of Council.

Hon. Colonel Baker, Provincial Secretary, Minister of Mines, Education and Immigration.

Hon. G. B. Martin, Lands and Works.

Hon. D. M. Eberts, Q. C., Attorney-General.

Ministry dismissed August 8, 1898.

THE SEMLIN MINISTRY.

August 12, 1898—February 27, 1900.

Hon. C. A. Semlin, Premier and Minister of Public Works and Agriculture.

Hon. Joseph Martin, Attorney-General and Acting Minister of Education.

Hon. F. L. Carter-Cotton, Finance Minister.

Hon. J. Fred Hume, Provincial Secretary and Minister of Mines.

Hon. R. McKechnie, President of the Executive Council, without portfolio.

On March 10, 1899, changes were made in the distribution of portfolios. Mr. Semlin retired from the Chief Commissionership of Lands and Works and undertook the duties of the Provincial Secretaryship, Mr. Hume resigning that, but continuing to be Minister of Mines, while Mr. Carter-Cotton became Chief Commissioner of Lands and Works in addition to his office as Minister of Finance and Agriculture. Mr. Martin continued to hold the Attorney-Generalship and Dr. McKechnie the Presidency of the Council.

On July 27, at the request of the Premier, Mr. Martin resigned and was succeeded August 7, 1899, by Mr. Alex. Henderson. On February 27, 1900, Lieutenant-Governor McInnes dismissed the Ministry and called on Mr. Joseph Martin to form a Government.

THE MARTIN MINISTRY.

March 1, 1900—June 14, 1900.

Hon. Joseph Martin, Premier and Attorney-General.

Hon. C. S. Ryder, Minister of Finance.

Hon. Smith Curtis, Minister of Mines.

Hon. J. Stuart Yates, Chief Commissioner Lands and Works.

Hon. George W. Beebe, Provincial Secretary.

In April, 1900, Mr. Ryder retired and Mr. J. C. Brown became Minister of Finance. Mr. Martin appealed to the country, and, in consequence of the elections, resigned office June 14, 1900. Mr. Dunsmuir was called on to form a cabinet. Another result of the elections was the dismissal from office of Lieutenant-Governor McInnes, June 21, 1900.

THE DUNSMUIR MINISTRY.

June 15, 1900—November, 1902.

Hon. James Dunsmuir, Premier and President of the Council.

Hon. D. McE. Eberts, Attorney-General.

Hon. J. H. Turner, Minister of Finance and Agriculture.

Hon. Richard McBride, Minister of Mines.

Hon. W. C. Wells, Chief Commissioner Lands and Works.

Hon. J. D. Prentice, Provincial Secretary and Minister of Education.

The Premier and Messrs. Eberts and Turner were sworn in June 15, but Messrs. Wells, McBride and Prentice not till June 21. Mr. Turner resigned September 3, 1901, to accept position as Agent-General in London. Mr. Prentice became Finance Minister and Mr. J. C. Brown, M. L. A., was

sworn in September 3, 1901, as Provincial Secretary. Mr. McBride resigned from the Cabinet in consequence of the calling in of Mr. Brown. On going back for re-election, Mr. Brown was defeated and resigned his portfolio. Mr. McBride's place was filled by the appointment of Hon. E. G. Prior, February 26, 1902.

Mr. Dunsmuir resigned November 21, 1902, and Mr. Prior was called on to form a Government.

THE PRIOR MINISTRY.

November 21, 1902—June 1, 1903.

Hon. Edward G. Prior, Premier and Minister of Mines.

Hon. D. McE. Eberts, Attorney-General.

Hon. James D. Prentice, Minister of Finance and Agriculture.

Hon. Denis Murphy, Provincial Secretary.

Hon. W. C. Wells, Chief Commissioner of Lands and Works.

Hon. W. W. B. McInnes, President of the Council.

Messrs. Wells and Murphy were appointed November 22, and Messrs. Eberts and McInnes, November 25. Mr. Murphy relinquished office within a few days, and Mr. McInnes was appointed Provincial Secretary and Minister in Charge of Education, December 1, 1902, having been President of the Council for one week.

On May 26, 1903, it was announced that Premier Prior had requested the resignation of Mr. Eberts and Mr. Wells. On May 27 Mr. McInnes resigned, in order, he explained, to facilitate an appeal to the country on party lines. The House re-assembled, after an adjournment of some weeks, May 27. The adjournment took place in order to afford a special committee opportunity to take evidence in regard to the Columbia and Western railway land grants, and the position of officials of the C. P. R. in that affair. When the House re-assembled, Premier Prior stated that he had formed the opinion that it was impossible for the Government to be carried on effectively with

acute differences of opinion existing between its members. He had acquainted the Lieutenant-Governor with the situation, and had been promised a dissolution as soon as the supplies had been voted. Subsequently the Premier moved the adjournment of House, and the motion was voted down by 17 to 14. After discussion, a motion, by the Opposition, to adjourn was also voted down, and subsequently a motion to adjourn, made by the Premier, was agreed to. On May 28, Colonel Prior asked the House to vote the supplies necessary until the new House was elected. This request was refused by a vote of 19 to 16. Mr. Curtis moved for a committee to investigate a newspaper charge that Colonel Prior had improperly secured a contract to his firm from a department of which he was at the time Acting Minister. He concurred in Mr. Curtis' motion. On the committee reporting the evidence, Col. Prior acknowledged that he had been indiscreet, but denied that he had been dishonest.

On June 1, the Lieutenant Governor dismissed the Prior Ministry and called on the Hon. Richard McBride to form a government, which he succeeded in doing, as follows:

THE MC BRIDE MINISTRY.

June 1, 1903.

Hon. Richard McBride, Premier and Chief Commissioner of Lands and Works.

Hon. A. E. McPhillips, Attorney-General.

Hon. R. G. Tatlow, Minister of Finance and Agriculture.

Hon. Charles Wilson, President of the Council.

Hon. Robert F. Green, Minister of Mines and Minister in Charge of the Educational Department.

Hon. A. S. Goodeve, Provincial Secretary.

Messrs. McPhillips and Goodeve were both defeated on going back for

re-election and subsequently **resigned**. On November 5, the Ministry was reconstructed as follows:

Hon. R. McBride, Premier, Minister of Mines and Provincial Secretary.

Hon. R. G. Tatlow, Minister of Finance and Agriculture.

Hon. Charles Wilson, K. C., Attorney-General.

Hon. R. F. Green, Chief Commissioner of Lands and Works.

Hon. F. J. Fulton, K. C., President of the Council.

On May 18, 1904, Hon. F. J. Fulton was appointed Provincial Secretary and Minister in Charge of the **Educational** Department, and on June 6, Mr. Francis C. Carter-Cotton was sworn in and appointed President of the Council.

BRITISH COLUMBIA JUDICIARY.

THE SUPREME COURT.

The Supreme Court of British Columbia is composed of a Chief Justice and four Puisne Judges. Prior to the passing of the Act 42 Vict. (B. C.), Chap. 20 (1878), the Court was composed of a Chief Justice and two Puisne Judges. The Court was originally called "The Supreme Court of Civil Justice of British Columbia," and was constituted by proclamation having the force of law, issued by the Governor of the Colony of British Columbia, on the 8th of June, 1859. The following is a list of Judges appointed from the outset:

1870—March 11. The Hon. Henry Pering Pellew Crease, first Puisne Judge. Received knighthood January 1st, 1896. Retired January 20th, 1896. Mr. Justice Crease was appointed Deputy Judge in Admiralty of the Exchequer Court of Canada for the Admiralty District of British Columbia, November 27th, 1893. He was succeeded by Hon. Angus McColl.

1872—July 3. The Hon. John Hamilton Gray, Puisne Judge. Died June 5th, 1889.

1880—Nov. 26. The Hon. John Foster McCreight, Puisne Judge. Retired Nov. 17th, 1897.

1880—Nov. 26. The Hon. Alexander Rocke Robertson, Puisne Judge. Died Dec. 1st, 1881.

1882—May 23. The Hon. George Anthony Walkem, Puisne Judge. Retired Nov. 10th, 1903.

1889—August 14. The Hon. Montague William Tyrwhitt Drake, Puisne Judge. Retired August 14th, 1904.

1895—Feb. 23. The Hon. Theodore Davie, Chief Justice, succeeding Sir Matthew Baillie Begbie. Died March 7th, 1898.

1896—Oct. 13. The Hon. Angus John McColl, Puisne Judge. August 23rd, 1898, appointed Chief Justice, succeeding the Hon. Theodore Davie. Died Jan. 16th, 1902.

1897—Dec. 18. The Hon. Paulus Æmilius Irving, Puisne Judge.

1898—Sept. 12. The Hon. Archer Martin, Puisne Judge. Appointed Local Judge in Admiralty in the room and stead of Hon. Angus John McColl, deceased March 4th, 1902.

1902—March 4. The Hon. Gordon Hunter, Chief Justice, succeeding the Hon. Angus John McColl.

1904—Feb. 26. The Hon. L. P. Duff, Puisne Judge.

1904—Sept. 28. The Hon. Aulay Morrison, Puisne Judge.

CHIEF JUSTICES OF VANCOUVER ISLAND AND BRITISH COLUMBIA.

Hon. David Cameron, from Dec. 2, 1853, to Oct. 11, 1865.

Hon. Mr. Justice Needham, from Oct. 11, 1865, to March 29, 1870.

Hon. Matthew Baillie Begbie, from Sept. 2, 1858, to June 11, 1894. Knighted Nov. 26, 1874.

Hon. Theodore Davie, from Feb. 23, 1895, to March 7, 1898.

Hon. Angus John McColl, from Oct. 13, 1896, to Jan. 16, 1902.

Hon. Gordon Hunter, from March 4, 1902.

COUNTY COURT JUDGES.

Augustus F. Pemberton, Victoria, from Sept. 23, 1867, to Jan. 14, 1881.

Edward H. Sanders, Lillooet and Clinton, from Sept. 18, 1867, to Jan. 14, 1881.

Warner R. Spalding, Nanaimo and Comox, from Sept. 28, 1867, to Jan. 14, 1881.

Henry M. Ball, Cariboo, from Sept. 18, 1867, to Jan. 14, 1881.

Peter O'Reilly, Yale, from Sept. 18, 1867, to Jan. 14, 1881.

Arthur T. Bushby, New Westminster, to May 18, 1875.

Eli Harrison (1), Cariboo, from April 25, 1884, to Aug. 2, 1889.

William N. Bole, New Westminster, from Sept. 19, 1889.

Clement F. Cornwall, Cariboo, from Sept. 18, 1889.

Eli Harrison, Nanaimo, from Aug. 3, 1889.

William Ward Spinks, Yale, from Sept. 19, 1889.

John Andrew Forin, Kootenay, from Nov. 27, 1896. (Also Local Judge, S. C.)

Alexander Henderson, Vancouver, from June 6, 1901. (Also Local Judge, S. C.)

Andrew Leamy (died 1905), Kootenay, from June 13, 1901.

Andrew Leamy (died 1905), Yale, from Oct. 31, 1901.

H. W. P. Clement, Yale, from August 24, 1905.

Peter Secord Lampman, Victoria, from June 14, 1905. (Also Local Judge, S. C.)

Frederick McBain Young, Atlin, from June 14, 1905. (Also Local Judge, S. C.)

Peter Edmund Wilson, Kootenay, Oct. 17, 1905. (Also Local Judge, S. C.)

Note—Judge Harrison transferred to the County Court of Nanaimo, August 3, 1889.

CAPTAIN HERBERT GEORGE LEWIS.

Captain Herbert George Lewis is one of the very oldest living pioneers of the city of Victoria, and none can review a connection more intimate and direct with all this portion of the northwest coast than he. For considerably longer than a half century he has made Victoria and environs the center and scene of his life's activities, and nearly always in connection with the shipping and marine affairs.

Captain Lewis was born in Aspeden, Hertfordshire, England, January 2, 1828, and his family is of old English stock. He was educated in Cheltenham College, at the time the great public school of western England, and his training was practical and thorough. When sixteen years old he began his career on the sea, and as a midshipman made several voyages from England to India and China. In 1847 he entered the service of the great Hudson's Bay Company, a corporation that had more extensive interests in the northwest than any other industrial enterprise, and its influence was the most powerful in building up towns and trade centers. In the service of this company he sailed to Victoria. At that early day Victoria existed only by virtue of the Hudson's Bay Company, and the fort and its extensive environs was all there was to the city. Young Lewis left the ship *Cowlitz* and on the *Beaver* went up to Fort Simpson, where he and the rest of the party had been only a short time when the news of the gold discovery in California reached them. The mate of the ship and six of the sailors stole the ship's boat and started out for the diggings. Immediately on the discovery of the loss Mr. Lewis was appointed by the commander, Sir James Douglass, to take twelve men and set out in pursuit. His party kept along the shore of Puget Sound until they arrived at Olympia, which has since developed into the capital of Washington, but they failed to overhaul the deserters or recover the lost boat. He remained under the command of Sir James Douglass at Fort Simpson for some time.

During his long career in the service of the Hudson's Bay Company, Captain Lewis had command, at different times, of the *Beaver*, the *Otter*, the *Labouchere*, and he was engaged for a time in transporting wheat, furs and passengers between Sitka, in Russian Alaska, and Victoria. In 1858 he carried passengers up the Fraser river to the gold diggings. While in command of the *Labouchere* and the *Otter*, he had charge of the fur trade in the Russian territory from 1864 until the acquisition of Alaska by the United States in 1867. In 1869 he made a visit back to England, and while still there in the following year, he was married to Miss Mary Langford.



Robert F. Lewis

the daughter of Edward Langford, who had come out to British Columbia in 1852. After his marriage Captain Lewis returned to Victoria and continued his connection with the Hudson's Bay Company until 1883. In that year he entered the Marine Department of Canada, and has continued in that line of public service to the present time. He has his office at the wharf on James bay, and his pleasant home is situated on the south side of the bay. Every day he crosses over to and from his office in his rowboat, and though in the seventy-sixth year of his age, he is still a man of remarkable vigor and attends to business and his active affairs with all the zest of his younger days. He is one of the old-time seamen of the northwest coast, and it is doubtful if anyone knows the Pacific coast better than he.

Captain Lewis' happy married life extended over a period of thirty-three years, and it was a deep loss not only to himself but to his many friends when his wife was taken away by death on May 17, 1903. She was a member of the Church of England, and a lady of many estimable qualities, and her life was one of usefulness both at home and in the community. Captain Lewis has accumulated considerable property, at different places, in the course of his long career, and his last years are being spent in comfort and ease, although it is a source of happiness to him that he can still carry the active burdens of the world and perform a useful part in the community. He and his family are members of the Church of England, and his fraternal affiliations are with the Independent Order of Odd Fellows.

LESLIE HILL.

Leslie Hill, general manager for a mining syndicate of British Columbia with residence in Nelson, is classed today with the energetic and progressive business men of his locality. It is impossible to clearly determine what would be the condition of the province were it not for its splendid mining resources. Imbedded beneath the earth's surface are the rich mineral products awaiting the efforts of those who can convert these products into a marketable commodity for use in the commercial world. With this important task Mr. Hill has been closely associated for a number of years, having a thorough knowledge of the great scientific principles which underlie mining processes as well as the practical work of spreading the ore and placing it in condition where it may be used in manufactures.

Born in England, Mr. Hill prepared for the profession of civil engineering. He worked with Thomas J. Bewick in Northumberland county, England, in the lead mining districts, going there to perfect his knowledge

of his chosen calling. Crossing the Atlantic to the new world he was manager of the Capleton Copper Company, of Quebec, in 1876. In 1878 he accepted a position as engineer and manager of the San Pete Coal & Coke Company, of Utah, and in 1880 he went to Montana, where he became a consulting engineer, acting in that capacity until 1890. Two years later he went to Golden, British Columbia, and as a consulting engineer made the first report on the North Star mine. In 1893 the mine was shut down and he then joined the Prospecting Syndicate of British Columbia as engineer and purchased the Jewell mine for the syndicate near Greenwood. He took the first hoist into that country and did the first regular work there. He was with the syndicate some years and also did consulting work. Until 1902 his headquarters were in Vancouver, but in that year he joined the Hastings Syndicate and came to Nelson, being now general manager of the properties controlled by that syndicate. His intimate knowledge of civil engineering and of mining makes him well qualified for the important duties which devolve upon him and his efforts are of direct benefit to the locality as well as a source of individual profit from the fact that every new and successful enterprise adds to the commercial and industrial activity of a community and it is upon such activity that the welfare and upbuilding of each district depends. He has good business ability and executive efforts, is far-sighted and enterprising and his labors have enabled him to win a prominent position in connection with the mining interests of the great northwest.

HON. ALEXANDER R. ROBERTSON.

Hon. Alexander Rocke Robertson was for many years a conspicuous figure in the legislative and judicial history of the province, where from pioneer days up to the time of his death he made his home, bringing his strong intellectuality to bear upon many questions affecting the national welfare. The public life of few other illustrious citizens of British Columbia has extended over so long a period as his, and certainly the life of none has been more varied in service, more fearless in conduct and more stainless in reputation. His career was one of activity, full of incidents and results. In every sphere of life in which he was called upon to move he made an indelible impression and by his upright public service he honored those who honored him with official preferment.

Alexander R. Robertson was born in Chatham, Ontario, in 1840, and came to British Columbia in 1864. He had acquired a liberal law education and practiced his profession successfully. The zeal with which he

devoted his energies to his chosen life work, the careful regard evinced for the interests of his clients and an assiduous and unrelaxing attention to all the details of his cases, brought him a large clientage and made him very successful in his legal business both as advocate and counsellor. The eminence which he won as a practitioner ultimately led to his elevation to the supreme court bench of the province, and yet it was not alone through his connection with the bar that he won distinction and was regarded as one of the valued citizens of Victoria. He contributed to the moral progress of the city through his membership in the Church of England and aside from his connection with the various church activities he also served as Sunday-school superintendent for many years. He was a member of the first provincial legislature, secretary of the first government of the confederation and also served for some time as mayor of the city.

Mr. Robertson married Miss Margaret Bruce Eberts, the eldest daughter of the late W. D. Eberts, of Chatham, Ontario. They were the parents of seven children, five of whom are living, namely: Herbert, a lawyer, residing in Dawson; Harold B., a practicing attorney of Victoria; Herman M., a practicing physician of Victoria, who was born in this city in 1876, studied medicine and received his degree when in his twenty-first year and began practicing in 1898, since which time he has enjoyed a lucrative patronage in his native city, where he is also serving as health officer and as secretary of the Victoria Medical Association; Tate M., who is engaged in business in New Orleans; and Alexander, who has just completed his education in McGill University, at Montreal, Canada. The family are Episcopalians in religious faith and stand very high in the esteem of all who know them. Dr. Robertson is a Royal Arch Mason and also belongs to the Knights of Pythias fraternity and the Sons of Scotland. His mother is still living in the comfortable family residence in Victoria, to which city she came in her early married life. Mr. Robertson died December 1, 1881. While he attained eminence in his profession his labors were not restricted to the advancement of his own personal interests. He extended his efforts to various fields, in which, as an acknowledged leader, he championed the highest interests of the municipality and of the people at large, and with such success that his name came to be held in high honor while he lived and his untimely death was regarded with a sorrow which was at once general and sincere.

A. E. McPHILLIPS, K. C.

A. E. McPhillips, K. C., an active member of the Victoria bar and at one time attorney general of British Columbia, was born on the 21st of March, 1861, at Richmond Hill, a few miles north of the city of Toronto. The family is of Irish origin, the McPhillips family of the county Mayo, Ireland. His father, George McPhillips, C. E., emigrated from Ireland to Canada in 1840, and practiced his profession first in the state of New York, and afterwards in the province of Ontario. For years he was a Dominion land surveyor and civil engineer, and was well known throughout Canada. On the outbreak of the first Riel rebellion in 1870 he followed Colonel Garnet Wolsley, now Lord Wolsley, who was in command of the Red River expedition, to Manitoba, and had under his charge the first Canadian money and coinage forwarded by the Dominion government to the Provincial government of Manitoba, amounting to one hundred thousand dollars. Subsequently he had charge of the settlement belt or river surveys for the Dominion government. He died in Winnipeg in 1878. His wife bore the maiden name of Margaret Lavin, and was also a native of Ireland.

In 1873 the family located in Manitoba and A. E. McPhillips, then a lad of twelve years, was sent to the well known Catholic College of St. Boniface, and later to Manitoba College, at Winnipeg, where he was graduated with the class of 1879. Deciding to adopt the profession of law as a life work, he entered, as a student, the office of Messrs. Biggs & Wood, of which the Hon. S. C. Biggs, K. C., now of Toronto, was the senior member. He was called to the bar of Manitoba in Trinity Term, 1882, and entered upon the practice of his chosen profession in partnership with his brother, L. G. McPhillips, who is now a king's counsel and the senior member of the firm of McPhillips & Lawssen, of Vancouver.

A. E. McPhillips removed to Victoria, British Columbia, and was called to the bar of this province, practicing alone for a few months, when the firm of McPhillips, Wootton & Barnard was formed, which was dissolved on the 1st of November, 1904. He now leads the firm of McPhillips & Heisterman. The firm has made a special feature of corporation law and Mr. McPhillips is counsel for the Imperial Bank of Canada, at Victoria, and his firm are the solicitors for the British Columbia Electric Railway Company, Limited, which operates lines at Victoria, Vancouver and New Westminster, the British Columbia Land and Investment Agency, Limited, the British Columbia Telephones Company, and various other corporations.

From 1896 until 1901, inclusive, Mr. McPhillips was vice president of



W. J. Armstrong

the Union Club of Victoria, and in 1902-3 acted as its president. Interested in military matters, he has a second class military certificate from the Toronto School of Infantry and on the outbreak of the Northwest rebellion in 1885, he was a lieutenant in the Nineteenth Battalion, Winnipeg Rifles, with which regiment he served at the front through the campaign and was in the engagements of Fish Creek and Batoche, and now holds a medal and clasp. In 1890 he retired from the regiment with the rank of captain.

In Dominion politics Mr. McPhillips has always been a Conservative, and in 1896, during the controversy over the Manitoba school question, he wrote some very valuable articles setting forth the Roman Catholic point of view—articles that had no little effect upon the public mind. In 1898 he was elected to the British Columbia Legislature from Victoria as a supporter of the ministry of the Hon. J. H. Turner, and was re-elected in 1900, which election was a public endorsement of his former efficient service. He was always regarded as one of the ablest and most progressive members of the provincial parliament, being one of the principal members of the opposition under the leadership of Richard McBride, the present premier. It was through the appointment of Hon. McBride that Mr. McPhillips became attorney general of the province, a position which he filled until the 5th of November, 1903, when he resigned. His activity in community and provincial affairs has ever been prompted by a most public-spirited interest in the general welfare.

Mr. McPhillips was married in 1896 to Miss Sophie Davie, a daughter of the late Alexander Davie, K. C., of Victoria, who was premier and attorney general of British Columbia at the time of his death, in 1889. Mr. and Mrs. McPhillips have three children. They are members of the Roman Catholic church, and "Clonmore House," their beautiful residence on Rockland avenue, is the center of a cultured society circle.

Standing today as one of the leading members of the Victoria bar, with a knowledge of the law and a resource in practice that makes him a formidable adversary in the courtroom and a wise counsellor, he has at the same time been a director of public thought and opinion, while his personal worth has won him warm friendships and high regard.

HON. W. J. ARMSTRONG.

Hon. William James Armstrong, who has now passed the seventy-eighth milestone on life's journey and for forty-six years has been a resident of British Columbia, has been closely associated with the development

of the material resources of the country and at the same time has figured prominently in its public life, wielding a wide influence and becoming a director of public thought and action. His course has always been characterized by devotion to the general good rather than to personal advancement, and he has placed the welfare of the province before partisanship or self-aggrandizement, and thus throughout his public life he has honored the people who have honored him with high political preferment and distinction.

Mr. Armstrong has the credit of being the first settler in New Westminster and built the first house in what is now the Royal City by the Grand Fraser river. He is a native of Peterborough, Ontario, born on the 31st of October, 1826, and is of Scotch descent. His grandfather, Mathew Armstrong, was born in county Cavan, Ireland, and emigrating to Canada in 1814, became the pioneer settler of the township of Cavan, in Ontario; in fact, he gave the name to the township.

William Armstrong, father of W. J. Armstrong, was born in Ireland in 1800 and came with his father to Canada when fourteen years of age. He married Miss Elizabeth Brown, a native of county Cavan, Ireland, with whom he afterward came to the Pacific coast. He was a merchant and a farmer, and while in Canada also became active in military and civic affairs, serving as captain of militia and as magistrate for many years, his public duties being always most faithfully performed. He was likewise active in church work in Canada, he and his wife being members of the Episcopal church, to the support of which he contributed generously, while in all possible ways he aided in the extension of its influence. In 1851 he emigrated with his family to Grass Valley, California, and was one of the pioneers of that state, contributing to its early substantial development. He went there in search of a milder climate, and after many years of active business life he lived retired. His wife died many years before and there was a second marriage, and several children by that union. He attained the venerable age of ninety-four years and at his demise left to his family an untarnished name. There were six children by the first marriage, of whom only two are now living: Mrs. James Stratton, a resident of Peterborough, Ontario; and William J., of this review.

The latter attended the common schools of Ontario, but is practically a self-educated as well as self-made man. He went with his father and the family to California in 1851 and engaged in placer mining in Grass Valley, on Iowa Hill, meeting with only moderate success. He worked for wages and continued in California until 1858, when he removed to British Colum-

bia, taking up his residence at Langley. The work of settlement of a permanent character had scarcely been begun, although the rich mineral districts of the country had drawn many men to this region in search of gold. Colonel Moody had decided upon what is now New Westminster as the site of a capital for the colony and it was called Queensborough. In March, 1859, Mr. Armstrong and his half-brother, Henry Armstrong, together with John S. McDonald, came down the river to the new townsite. There had been an effort to start a town some distance up the river, to be called Derby, but it had been given up. A schooner, loaded with lumber, was making its way up the river intending to take its cargo, but when it was learned that that town had been abandoned it unloaded its lumber at Queensborough and from some of this lumber the first house of what is now New Westminster was erected by Mr. Armstrong, assisted by his friends who were with him. He opened a little general mercantile store and therefore has the honor of being the first merchant of the city as well as the owner of its first residence. The first stock of goods for the store was secured in Victoria and he continued in the trade until 1873. He was long prominent in its business life and thus contributed in large measure to the commercial activity of the city, upon which the prosperity and well-being of every community always depends.

Mr. Armstrong has also figured prominently in public affairs, aiding in molding public thought and action, and his influence has ever had a beneficial effect upon his community and province. In 1860, when the first town council was elected, he was chosen one of the councilmen and remained an active member of that body until 1873. In 1869 he was chosen its president and also in 1870. He became very active in securing federation, and after this was accomplished he was elected to represent the district of Westminster in the provincial legislature. In 1873, when the McCreight government was defeated by the DeCosmos government, he joined the cabinet of the latter as minister of finance and agriculture and retained that office until 1876, when his party was defeated. He continued an active worker on the opposition benches until 1879. During the session of that year a deadlock occurred and the government was about to appeal to the country without having passed the estimates. Mr. Armstrong, understanding the financial situation and seeing the effect it would have on the provincial credit, arranged a meeting between three representatives from each party and secured an understanding whereby supplies were voted for the conduct of public business. In the general election of 1897 Mr. Armstrong stood as a candidate for New Westminster, but was defeated, largely be-

cause of his inability to make a personal canvass, owing to the demands upon his time made by his extensive business interests.

In the bi-election of 1881 Mr. Armstrong again offered himself as a candidate for his city and was elected by an overwhelming majority. Toward the close of this session he became provincial secretary. In the general election of 1882 he was again returned as representative from New Westminster, but his party was in the minority in the house and he took his seat on the opposition benches. In 1883 he was appointed sheriff of Westminster county and the house thus lost one of its most able and energetic working members—one who looked more to the interests of the county than to the interests of the party. He has had much to do with the legislature of the province, as well as with the management of its finances for eleven years, and after his retirement was often urged to again stand for the dominion and provincial legislatures, but declined to again enter public life.

In the years in which he figured prominently and beneficially in public affairs, Mr. Armstrong capably managed private business interests. In 1867, at Westminster, he built a flour mill, which was the first in the province, and continued its operation until 1871. In 1876 he built a sawmill, which he continued to conduct until 1882. He has had much to do with most of the enterprises which since 1860 have been the principal features in the upbuilding and development of the county, and his labors have had direct and important effect on material upbuilding and political progress. He was appointed and has filled the office of justice of the peace for many years. When he had served as sheriff for ten years he resigned in favor of his son, who has since filled that office.

In 1861 Mr. Armstrong was married to Miss H. C. Ladner, a native of Cornwall, England. This union has been blessed with three daughters and three sons, as follows: Sarah Frances, at home; William Thomas; Joseph, now sheriff of the county; Rosanna Salina, now the wife of Dr. O. Morris, a practicing physician of Vernon; and two who died in childhood. Mr. and Mrs. Armstrong are valued members of the Episcopal church, of which he has been an officer for many years, and was one of the men who aided in the building of the church edifice. He has for years been president of the Westminster branch of the British Columbia and Foreign Bible Society, and has labored with strong purpose for the moral progress of his county. Through a long period he has been identified with the Independent Order of Odd Fellows and served as the first noble grand in New Westminster.

Mr. Armstrong, having promised his wife that when the railroad was

built through this city they would take a trip to the east, ten days after the trains began running they and their two daughters started for Quebec, visiting also Niagara Falls, Chicago, St. Paul and Winnipeg, having a delightful four months' excursion by rail and seeing many points of interest in Canada and the States. They have an attractive home in New Westminster, and this honored pioneer, the first permanent settler here, receives the respect and veneration which should ever be accorded those who travel far on life's journey and whose course has been marked by good deeds and strong and honorable purpose. His name has long been a synonym for business and political integrity and his record forms an integral chapter in the history of British Columbia.

GEORGE LAWSON MILNE, M. D., J. P.

George Lawson Milne, M. D., an ex-member of the provincial parliament, for the past quarter of a century a prominent medical practitioner in Victoria, and also a leader in business circles and closely identified with public affairs, has put his talents to use in many ways for his own advancement and for the advantage of his province and his fellow men.

He is a Scotchman by birth, having been born in the town of Garmouth, Morayshire, April 19, 1850. His ancestral line goes back many generations in Scotland. His parents were Alexander and Isabella (Ingils) Milne, both natives of that country. The Milnes were very prominent Scotch Presbyterians, and Dr. Milne's father was an elder and a deacon after the disruption of the church in 1845. The father followed merchandising in the old country, and in 1857 emigrated to Ontario, dying in Meaford in that province, when in the eighty-fourth year of his life. A successful business man and merchant, he was likewise everywhere honored for his probity of character and usefulness in church and society. His wife died at the age of seventy-four years, and they had been the parents of eleven children, six sons and five daughters. The oldest son, the late Alexander Milne, C. M. G., was for many years collector of customs in Victoria, and his death occurred on the 17th of January, 1904.

Dr. Milne is now the only member of the family in the province of British Columbia. He was seven years old when brought across the waters to Canada, and he was reared and received his early education at Meaford. He later took up the study of medicine, receiving the degree of M. D. from the Toronto University and the degree of M. D. C. M. from the Victoria University, after which he immediately entered upon the practice of his profession. He has gained an enviable reputation in his work, and has a profitable prac-

tice. He was health officer for the city of Victoria from 1886 to 1892, during which time he took a lively interest in the question of a proper sewage system, and has written several able articles on the "Separate System of Sewage," also an article on "Modified Typhoid Fever," besides other subjects.

During his residence in Victoria he has been especially interested in public affairs. For the advancement of the cause of education he served for a number of years on the school board, and the school system of the city has been effectively aided by him. He was among the first to take steps looking to providing a new medical act for the province, and since the organization of the medical council he was registrar and secretary for many years, as well as a medical examiner for that body. Dr. Milne's political alignment has always been with the Liberals, and he represented the city of Victoria in the local legislature from 1900 to 1904. In 1896 he contested, but unsuccessfully, the constituency of Victoria city and district for the Dominion house of parliament. At present Dr. Milne is medical inspector and immigration agent at Victoria for the Dominion government, and is a justice of the peace in and for the province of British Columbia.

Dr. Milne has been a valuable factor in business affairs, notwithstanding his activity in professional work. It is to his credit that the Vancouver Gas Company was instituted, and he served as president of the company for some years. He is a director and president of the Nanaimo Gas Company. He is president of the Ramsey Brothers and Company, biscuit and candy manufacturers, whose large factory is located at Vancouver, and is also a director of the National Life Assurance Company of Canada, with head office in Toronto, Canada. For a number of years he was president of the Liberal Association of Victoria. Dr. Milne is a prominent Mason, and has taken the blue lodge, the Royal Arch and Knight Templar degrees, and is also a member of the Independent Order of Foresters. His church connections are with the St. Andrew's Presbyterian church, of which he is a valued member.

Dr. Milne was married in 1882 to Miss Ellen Catherine Kinsman, who is a native of Victoria and a daughter of Alderman John Kinsman, of that city. The Milne home is one of the most delightful in Victoria; it is known as "Pinehurst," located on the Dallas road, and its beauty and charm are appreciated by scores of friends.

JAMES YATES.

James Yates, a prominent Victoria pioneer of 1849, who contributed to the early development of the city and aided in shaping the public policy to

the betterment of conditions, material, intellectual and political, in the province, was born in Linlithgow, Scotland, on the 21st of January, 1819. He was reared and educated in his native country and was there married to Miss Mary Powell. In early life he had learned the trade of a ship carpenter and he came to British Columbia in 1849 to superintend the building of the Hudson Bay ships, having an agreement whereby he was to remain in charge of this work for three-years. He was stationed at Victoria for eighteen months, at the end of which time he applied for a termination of the business arrangement with the Hudson's Bay Company. This was granted and he then opened a store of his own in which he sold goods and bought furs. He also invested in city property and became the owner of all of the land extending between Langley and Wharf streets, and Yates street, in this district, was named in his honor. Recognizing and taking advantage of existing business possibilities he made money rapidly, accumulating a handsome fortune during his sojourn in British Columbia. In 1855 he was elected to the first legislative council of Vancouver Island to represent Victoria city. In 1860 he returned to Scotland, taking his family with him and leaving them in that country in order to provide his children with better educational advantages than could be secured in the province. He, however, returned to British Columbia in 1862 and it required two years for him to settle up his business. In 1864 he returned to his native land, where he spent his remaining days, departing this life on the 23d of February, 1900, when in the eighty-first year of his age. His wife had died about a year prior to his demise. They were the parents of six children, as follows: Emma, who became the wife of Hon. Alexander McGregor, British consul in Stockholm, Sweden; Harriet, who became the wife of Professor G. S. Woodard, a professor of Pathology in the University of Cambridge; Mary, who is now Mrs. Harper, of Edinburgh, Scotland; Henry Myers and Catherine Jane, residing in Edinburgh, and James Stuart.

The last named was born in Victoria, in 1857, and in 1862 he started with the family for Scotland. While in New York, at the St. Denis Hotel, he came very nearly losing his life by falling several stories down the well of a circular staircase. Both of his legs were broken and the New York physician said he could not recover, but his father took him to Liverpool and placed him under the care of an eminent surgeon, Dr. Evan Thomas, and in three months he had recovered. He then joined the family in Scotland, where he acquired his education, attending the Edinburgh Collegiate School and the University of Edinburgh, being graduated in the latter institution with the degrees of Master of Arts, and Bachelor of Laws. He then entered

Middle Temple, London, England, as a law student and passed the required examination for admission to the bar in the Hilary term in 1883.

After traveling through Denmark Mr. Yates came again to British Columbia, arriving in Victoria in the month of October, 1883, and here he embarked in the practice of his profession in connection with George Jay. Edwin Johnson, a well known barrister of Victoria, was absent in England for a year and they managed his business and upon his return the law firm of Johnson, Yates & Jay was organized, this relationship being continued until 1888, when Mr. Johnson withdrew, retiring from the practice of law. Since that time the firm of Yates & Jay has maintained a continuous existence, with a remunerative general law practice.

In his political views Mr. Yates is a Liberal. He was elected and served as one of the aldermen of the city in 1900, and was afterward re-elected by acclamation. He had the honor of being elected altogether four times and was the head and front of the controversy concerning the construction of the Point Ellis bridge, and had his views been carried out at that time eighteen thousand dollars would have been saved to the city. Mr. Yates was prominent in the organization of the Native Sons of British Columbia and had the honor of being elected its first chief factor. He was for many years a director of the Royal hospital and was also a director of the Provincial Jubilee from its inception. He served as a member of the Victoria school board for four years, during which time the north and south ward schoolhouses were built. He was a member of the Hon. Jo Martin government, and under Mr. Martin he served as chief commissioner of lands and works. Thus his activities have touched many lines bearing upon public progress and the betterment of conditions, educational and otherwise, in Victoria and the province, and he is widely and favorably known for his public-spirited citizenship.

In 1890 Mr. Yates was happily married to Miss Annie Austin, a native of Victoria, and they now have three sons: James Austin, Henry Joel and Robert Stanley. The family are highly esteemed, and socially as well as professionally Mr. Yates is prominent.

JAMES WELTON HORNE.

James Welton Horne, one of the most honored and prominent residents of the city of Vancouver, his life history forming an important chapter in its history, is the eldest son of Christopher and Elizabeth Harriet (Orr) Horne, who were of Scotch and English ancestry. His birth occurred in the city of Toronto, Canada, on the 3d of November, 1853, and he there acquired his early education. He afterward attended school in Whitby and completed

his studies in the college at Belleville, Ontario. Thus equipped for life's practical and responsible duties he entered the office of the Stathacona Fire Insurance Company as assistant secretary, and at the end of a year began business on his own account as a financial, real estate and insurance broker. He succeeded in securing a large clientage within three years, but Horace Greeley's advice, "Go west, young man, go west," was continually in his mind like a refrain. He was studying the signs of the times when the west was just being opened up to civilization for it afforded excellent natural resources and business opportunities and when there were great possibilities for a young man of energy and enterprise. Subsequently in the spring of 1878 he removed to Winnipeg, where he again opened an office as a financial, real estate and insurance broker. Almost immediately he acquired a large and remunerative business there, but he was continually seeking broader fields of labor, and in March, 1881, when the Canadian Pacific Railway Company completed its arrangement with the Dominion government to build the line west from Winnipeg, Mr. Horne at once determined to again act upon Horace Greeley's advice. There were hundreds of people on the *qui vive* to be the first on the site of the new town which was expected to spring up on the line of the road in the center of a fine agricultural country west of Winnipeg. Mr. Horne concluded that he would be the first on the site, and when General Rosser laid out the road for the railroad Mr. Horne followed him on horseback. When he reached the point on the Assiniboyne river where it was necessary for the Canadian Pacific Railroad to cross he decided that he had found the site of the future town. Three reasons seemed to confirm his opinion. It was at the head of navigation on the Assiniboyne; it was the center of a magnificent agricultural district, and it was sufficiently distant from Winnipeg, and would if once started attract the people in Winnipeg. The site of the future town was at that time undistinguishable from the prairie which surrounded it on every side, save that the great stakes of the railroad had been there driven. Mr. Horne purchased a portion of land at this point, at once put up a tent on the prairie and subdivided his land into town lots. He also opened and graded a street and when this was done began the erection of buildings, it being his intention to attract residents to the new town. He then returned to Winnipeg and influenced a few of the business men to take his stores free of rent and establish different lines of commercial enterprises at that place, thus casting in their fortunes with the embryo city. His plan worked well for every new business and every additional citizen attracted others, so that the town became advertised, people talked about it and the settlers visited it to become permanent residents. The government land agent was induced by

Mr. Horne to make his headquarters there and thus the first office building was located at that point. Mr. Horne secured the establishment of a post-office and the papers began to comment upon the new western town, its growth and possibilities, and in the autumn of the first year it had between two and three hundred inhabitants. The future of Brandon—for so it was called—was thus assured. Mr. Horne continued to erect buildings on his property and Rosser avenue, the street on which they were built, became the principal thoroughfare. In November the railroad reached the place and with it a large number of people poured in. In the spring of 1882 there were over one thousand inhabitants in Brandon, a public meeting was called, a city charter was applied for and granted and Mr. Horne allowed himself to be elected a member of the council board, believing that he could accomplish much in that position. At the first meeting of the board he was elected chairman of the board of public works and in that capacity he brought in a report recommending the opening of streets, the building of sidewalks and other city improvements which would cost one hundred and fifty thousand dollars. The recommendation was adopted and the work of carrying out the details was left to him. He at once advertised for workers in the principal papers in the east and the attention of contractors and workers was thus turned to Brandon and a large number of people came, so that at the end of the year its population had reached three thousand. Mr. Horne was also instrumental in securing the establishment of public institutions here, a land register office was located in the young city and the office of registrar was tendered to him, but he declined it. His property increased in value with the growth of the town and he was regarded as a most enterprising and successful business man.

The work of city building here having been carefully instituted and placed upon a safe basis Mr. Horne then sought other fields of activity. He had always kept a watchful eye upon the Pacific province and was especially interested in the terminus of the Canadian Pacific Railway. In the spring of 1883 he took a trip to southern California and on his return visited Burrard inlet and the Fraser river. He perceived, however, that he was too early to do permanent work in that locality and returned to Winnipeg and Brandon to settle up his business affairs there. In the spring of 1884, however, he again visited Burrard inlet, but found that the terminus had not yet been definitely settled. In March, 1885, he finally located at Coal Harbor, now the city of Vancouver, this being a year and ten months before the railroad was extended to the city. He invested largely in real estate when there was little to indicate the present phenomenal metropolis except a few board shan-

ties scattered along the beach. At this early stage in the city's history, when it existed only on paper, he identified himself with its progress and growth. Possessing keen discrimination and sagacity he made very choice locations of property and erected business buildings thereon. His faith in Vancouver and its possibilities was from the first unbounded and time has proven the wisdom of his belief, crowning his labors with success. He built several large business blocks on Cordova, Granville and other streets and from that time to the present has been a most active factor in the substantial upbuilding and improvement of the city. He has not only conducted private business interests, but has labored for Vancouver in public office. He was the original moving spirit in organizing the company for the building of the street railway, was the promoter of the electric light company, and was instrumental in the building of the tramway between Vancouver and New Westminster. He acted as president and managing director of the street railway and of the electric light companies for several years, or until he sold his interests. In 1888 he was elected a member of the city council and again in 1889 and 1890, on all occasions receiving the largest vote ever cast in the city. In 1890 he was chosen a member of the legislative assembly of British Columbia, as representative from Vancouver, and his course in office has fully justified the trust reposed in him. Since coming to British Columbia he has been identified with almost every enterprise of importance which has had for its object the development of the country and the promotion of Vancouver's welfare. He was chairman of the board of park commissioners for six years and devoted much time and energy to the superintending and beautifying of the park. The zoo which now attracts thousands of visitors annually was personally started by him at his own expense and donated to the city. Upon two occasions he was offered a portfolio in the Davie government, that of minister of finance and minister of lands and works, but both of these he declined on account of having to devote his entire attention to his varied business interests in Vancouver. During his four years' service in the house of the assembly he was a most careful and hard working representative and never lost an opportunity for furthering the material interests and substantial upbuilding of his district. To his zeal and energy is due the fact that the city of Vancouver can today boast of many public advantages and splendid edifices, these being monuments to his very capable work. Because of his private business interests and the conditions of his health Mr. Horne decided not to again stand for the assembly and in a meeting held by the government supporters the following resolution was passed by a standing vote: "Resolved, that the best thanks of the general community of the supporters of the government party

in the city of Vancouver are hereby accorded to Mr. J. W. Horne, Esquire, M. P., for the able and valuable services rendered by him to the city of Vancouver and the province at large during the four years he has been a member for this constituency; that they regret business and other considerations have induced him to retire from public life for the present, but hope that on some future date he may see fit to allow himself to be put in nomination for parliamentary honors." This resolution was most loudly applauded and Mr. Horne may well be proud of this public acknowledgment of his able service by his fellow citizens. Since his retirement from public life his energies have been concentrated upon the management of his private business interests.

Mr. Horne is a prominent member of the Masonic fraternity, having attained the thirty-second degree of the Scottish rite. He is a past master of Cascade Lodge, A. F. & A. M., and is a member of the Grand lodge of British Columbia, in which he has filled many offices. Among the eminent men of the northwest whose life records form an integral part of the history of British Columbia he is numbered and is classed with the most enterprising and successful business men, gifted statesmen and loyal citizens.

JOHN TEAGUE.

In the field of daily activity John Teague is winning success, an unassailable reputation and a place among the representative business men of Victoria, where he is known as a druggist of high ability. He is a native son of this city, where his birth occurred on the 28th of December, 1865, and is a representative of old English ancestry. His father, John Teague, Sr., was born at Redmuth, Cornwall, England, and joined the rush to the Fraser river gold excitement in 1858, where he mined on the Fraser and in the Cariboo District with the usual miner's luck, making and losing large sums of money. In his earlier career he had learned the business of an architect, and after his removal to Victoria followed that occupation in connection with contracting and building, having erected the Driard hotel and Jubilee hospital, and also many of the finest residences and business buildings in the city. He also took an active part in municipal affairs, and was the choice of his fellow citizens for the position of alderman, while for two terms he served as mayor of the city. Mr. Teague chose for his wife Miss Emily Abington, who was born in South Africa, and was the daughter of S. H. Abington, a native of England and interested in missionary work in Africa. In their family were six children, four of whom are living, as follows: Mrs. J. G. Brown, Emily, Albert and John. All were born in Victoria, and here they still make their home, being numbered among the city's most respected residents.



JOHN TEAGUE SR.

John Teague, whose name introduces this review, received his literary education and learned the druggist's trade in this his native city, and in 1886 first entered the business world for himself, opening his store on Yates street. In 1898 he removed to his present location, No. 27 Johnson street. His success has been marked and immediate, for he soon secured a liberal patronage, which has increased with the passing years, and he now enjoys not only a remunerative trade, but also the good will of his fellow citizens. In political matters he holds to the views of the Liberals and religiously is a member of the Church of England.

MARK BATE.

Mark Bate is one of the oldest living pioneers of British Columbia, and the city of Nanaimo holds him in especial esteem, since he has been a resident there for nearly fifty years—in fact he was there before anything like a town existed. His career throughout has been one of intense industry and persistent activity in whatever channels chance or purpose has directed his energies. He possessed only knowledge of a trade and plenty of ambition as capital when he began climbing the road to success, but, judging from his present prosperity and high place in the esteem of his fellow men, those qualifications were ample prerequisites for what he sought in life.

A native of Birmingham, Warwickshire, England, and a son of Thomas and Elizabeth (Robinson) Bate, Mr. Bate enjoyed early educational opportunities in the Dudley grammar and other schools, and then entered the service of Bramah, Cochrane & Company at the Woodside Iron Works, with which his father had also been connected. While thus employed a letter written by his uncle, George Robinson, reached him, in which was a glowing and enthusiastic description of the wonderful gold country on the Fraser river in British Columbia, and for a young man of energy and athirst for adventure this was all that was needed to lure him forth from the quiet and serenity of home surroundings, and accordingly in 1856 he set out to join his uncle, who, as manager of the Hudson's Bay Company's coal mines at Nanaimo, had already partaken of the glories of the British Columbia country. His first ten days in the province were spent in Victoria, and since that time Nanaimo has been almost continuously his place of residence and the scene of his activities. On his arrival he worked at engine driving and weighing coal, and then entered the Hudson's Bay Company's office as a clerk, continuing thus until the whole Nanaimo estate was sold to the Vancouver Coal Company. In 1863 he became the successor of James Farquhar as accountant of the Vancouver Coal Mining & Land Company, Limited, and in 1869

was promoted to the position of local manager, remaining in that capacity until the appointment of Mr. Robins as his successor in 1884. In 1886 he was appointed to the office of government assessor, and now for almost twenty years he has capably and honorably discharged the duties of this public office of trust. He was the first mayor of Nanaimo, serving from 1875 to 1879, from 1881 to 1886, from 1888 to 1889 and from 1898 to 1900, having been elected eleven times by acclamation. In 1878, in behalf of the coal company he gave the hospital site for the city, also the cemetery site, and aided materially the fire department and many other public and private institutions. He edited and partly owned in 1866 the "Nanaimo Gazette," the first paper published at Nanaimo, and also, being a moulder, turned out at Nanaimo the first casting in iron ever made in British Columbia.

Mr. Bate has a fine family of bright and capable sons and daughters, and of the ten children born to himself and wife eight are still living, namely: Emily, who is in South Africa; Mark, Jr., who is accountant in the Western Fuel Company's office; Sarah Ann, the wife of W. J. Goepel, of Nelson, British Columbia; Thomas Ezra, in business in Cumberland; George Arthur, one of the deceased sons; Lucy Alicia, wife of Montague Stanley Davis, of Nelson; Mary Beatrice is the wife of George Wadham Bruce Heathcote, who is assistant manager of the Bank of Commerce of San Francisco; William Charles, deceased; Elizabeth Ada, whose husband, J. H. Hawthornwaite, is present member of the provincial parliament of Nanaimo, and John Augustus, the youngest. Mr. Bate affiliates with Ashlar Lodge, No. 3, A. F. & A. M., with Black Diamond Lodge, No. 5, I. O. O. F., with the Independent Order of Foresters and the Ancient Order of United Workmen. The Church of England represents his religious faith.

HON. W. NORMAN BOLE.

The Hon. W. Norman Bole, local judge of the supreme court and judge of the county court at New Westminster, is among the foremost representatives of the bench and bar of British Columbia, and has the distinction of being the longest established legal practitioner on the mainland of British Columbia. He was noted for the success which he won in important criminal cases as counsel for the defense, especially as in many instances the foremost legal talent of the province was arrayed against him. On the bench his record has been one of unimpeachable integrity, judicial impartiality and fearlessness. He has been a factor in civic affairs generally, and in many ways his energies have been devoted towards assisting in the progress and development of the province.

In ancestry and family Judge Bole has some of the advantages which excellent lineage and inherited character confer. He is the eldest son of the late John Bole, Esq., of Lakefield, Mayo, Ireland, and his wife, Elizabeth Jane Campbell. His father was for many years deputy clerk of the Crown and Peace, besides filling several other public offices of importance. Judge Bole is a descendant of an old Surrey family who came over with the Conqueror and settled in Ireland as early as 1520. On the maternal side a branch of the Campbell clan settled in the north of Ireland under James the First. One of the Bole family was Archbishop of Armagh and Primate of all Ireland during the reign of King Edward the Second, and the same office was held by the Right Reverend Christopher Hampton, a maternal ancestor, during the reign of Queen Elizabeth. Another ancestor was a captain in the army of William the Third and fought at the Boyne.

Judge Bole was born December 6, 1845, at Castlebar, and was educated partly by private tuition and partly in a public school. He passed his final examination and was admitted January, 1873. For a time he had a successful practice in his native country, and then moved to the United States and from there to Canada, spending some time in Quebec. In 1877 he came to New Westminster, and in the May assizes of that year was admitted to the British Columbia bar, and at once took up active practice. He had the honor of being the first lawyer to locate permanently on the mainland. During the assizes of that first year he successfully defended nearly every prisoner on trial and his practice grew rapidly from that time on. He was appointed judge of the county court in September, 1889, for the district of New Westminster, which then included the city of Vancouver, and local judge of the supreme court in 1891, with special powers in 1892. He became a Queen's counsel in May, 1887. In 1886 he contested the city for the local legislature at the general election as opposition candidate, and defeated the government candidate by a majority of six to one.

Only brief mention can be made of some of the important legal trials in which Judge Bole has taken part. He, with the late Hon. A. E. B. Davie, Q. C., as associate, defended the celebrated cause known as the Scotty trial, wherein James Halliday was charged with the murder of Tom Poole, and after a third trial and a continuous hearing of nearly a month the prisoner was acquitted amid a scene of wild rejoicing and jubilation. He also defended McLean Brothers, charged with the murder of Mr. Ussher, government agent at Kamloops, and after the first trial got the verdict and sentence set aside on legal points, but at the second trial the prisoners were convicted on overwhelming evidence. Since his elevation to the bench Judge Bole

has tried several important cases, notably that of the Crown versus Lobb, in which the defendant was charged with the murder of his wife. The late Chief Justice McColl acted for the Crown and Mr. E. P. Davis, K. C., for the accused. After a trial lasting a week, during which a very large number of important legal points were discussed, the prisoner was acquitted of the charge. In September, 1894, Judge Bole heard the Telford case, in which a doctor was charged with manslaughter. This was the first time in Canada that a prisoner was tried for manslaughter by a judge sitting alone without a jury. After a trial lasting four days a written judgment of acquittal was rendered, which met with general approval outside the range of his professional and judicial duties.

Judge Bole, who is a man of energy and varied interests, has devoted himself with zest to many other lines of activity. For ten years he was president of the New Westminster Rifle Association, and he is now president of the New Westminster Gun Club. He was chairman of the Hastings Sawmill company, president of the Royal Columbian Hospital, president of the Board of Trade and several other organizations and bencher of the Law Society. He was a lieutenant in the Seymour Field Battery of Artillery for many years, and served as captain of No. 1 Battery, British Columbia Brigade of Artillery, from 1884 to 1887. He has been a director and one of the builders of the New Westminster and Southern Railway Company, and was solicitor for the Bank of British Columbia from its establishment in New Westminster until his elevation to the bench. When the Diamond Jubilee of the late Queen Victoria was held in 1897 Judge Bole was selected to deliver the oration at New Westminster, and he then addressed an assemblage of five thousand people in the open air at Queen's Park, and his eulogy on the beloved Sovereign and her reign was commented upon as one of the most eloquent and impressive tributes ever listened to by a provincial audience. The judge has been an export yachtsman and oarsman, as also a crack shot with gun, rifle and pistol. He is a zealous Free Mason and a lay delegate of the Anglican synod of New Westminster.

On February 26, 1881, Judge Bole married Florence Blanchard, only daughter of Major John Haning Coulthard, justice of the peace for British Columbia. Two children have blessed this union: John Percy Hampton Bole, now a student at law, formerly a cadet in the Royal Military College, Kingston, and Garnet Seymour, who died in 1895. Judge and Mrs. Bole have a delightful residence in New Westminster, and they enjoy the high esteem of a very wide circle of friends.

EDWARD HEWETSON HEAPS.

Edward Hewetson Heaps, of the firm of E. H. Heaps & Company, is occupying a leading position as a lumber manufacturer of the province of British Columbia, being at the head of one of the enterprises that have in large measure contributed to the upbuilding, substantial growth and commercial advancement of the province.

Mr. Heaps was born in Yorkshire, England, on the 26th of March, 1851. His father, Thomas Heaps, also of Yorkshire, was an architect and builder, a devoted adherent of the Methodist church, and for fifty years a local preacher. He lived to the age of eighty, and left behind him an example for sterling integrity, rigid uprightness and undeviating adherence to all that was pure and true. He was survived by his beloved wife for three years. There were five children of the marriage, all today occupying positions of respect and influence.

Edward H. Heaps, the subject of this sketch, was the youngest of his father's family. He was educated at the Egremont Academy, conducted by the Rev. Robert Love, and upon completion of his studies was apprenticed to the firm of Stead Brothers, cotton brokers, of Liverpool, with whom he remained seven years. By steady and unremitting application to his duties he earned the respect and confidence of his employers. The firm would willingly have retained his services and promotion was offered, but Mr. Heaps had decided to seek his fortunes in the new world. He remained in America for three years, learning the ways of the country, and engaging variously in farming, store keeping, and lumbering. At the end of this period he returned to England, when his marriage to Miss Anna Robinson, of Manchester, took place. For eleven years thereafter he resided in Manchester, carrying on a profitable business in the manufacture of cotton goods, a natural development of his seven years' experience in the cotton trade.

His health failing, and there now being a growing family of children with futures to provide for, Mr. Heaps again decided to try fortune in the new world. Accordingly, in 1886, the family left England for America. Three years were spent in the eastern states and Canada, but believing that the great northwest offered still further business opportunities, Mr. Heaps in 1889 brought his family to British Columbia. In this province the lumber industry, with its wonderful future, attracted Mr. Heaps' attention. He built a sawmill, sash, door and furniture factory on False Creek. This business was turned into a stock company, and eventually the plant was destroyed by fire. Mr. Heaps, however, had previously established a machin-

ery and mill supply business, under the style of E. H. Heaps and Company. In the course of this business he again became interested in the manufacture of lumber and shingles. The business grew rapidly, and in the year 1896 Mr. William Sulley became a member of the firm. The business has since kept pace with the growth of the city and western Canada, and is now one of the largest concerns of the kind in the province. The company operate two large plants, viz: Cedar Cove Mills in Vancouver, including a modern sawmill with a capacity of 100,000 feet per day, large sash and door factory, planing mill, box factory, and the second largest shingle mill in the province, also well equipped blacksmith and machine shops; and Ruskin Mills on the Fraser river at the mouth of Stave river, where the firm owns the town site, and operates saw, shingle and planing mills, general store, etc. Shipments are made to the eastern and middle states, to all parts of Canada, and to foreign markets. Employment is furnished to between five and six hundred men. Mr. Heaps devotes his whole attention to the business, which is conducted upon modern lines, in keeping with the progressive ideas of the day. His four sons, Edward Moore, James Wilson, John and Arthur Robinson, are all engaged with their father in the business. There are besides three daughters, Kate Eden, Constance Anna, and Elsie Frankland. The family occupy a beautiful home at Cedar Cove, the thriving little suburb which has sprung into existence as a result of the development of industry at this point. They are connected with the Church of England, and take an active part in the furtherance of the affairs of All Saints' church at Cedar Cove. Mr. Heaps has many friends. His honorable business methods, his unremitting diligence, his intellectual strength and individuality have won him well deserved success, respect and esteem.

JAMES ANDREW DOUGLAS.

James Andrew Douglas, capitalist and a prominent young business man of Victoria, was born in this city on the 20th of February, 1878. His ancestry, honorable and distinguished, have aided in shaping the history of the province. His grandfather, Sir James Douglas, was the first governor of the province and a citizen of great worth, leaving the impress of his individuality, his superior talents and public-spirited citizenship upon the annals of the northwest. His son, James William Douglas, was born in Victoria on the 1st of June, 1851, and died at the comparatively early age of thirty-two years, passing away November 7, 1883. He had been educated in England and had studied for the bar. He had inherited a very large estate from his father, which became the property of his widow and two sons. He



J. W. Douglas.

had married Mary Rachel Elliot, a daughter of the Hon. A. C. Elliot, who was premier of the province. Their younger son, John Douglas, is now pursuing a college course, preparatory to becoming a member of the medical profession.

James A. Douglas, the elder son and consequent heir to the estate, not only inherited large property interests, but also has in his possession many cherished heirlooms, including the dress sword and hat of his distinguished grandsire. The latter, adorned with a long white plume, he keeps with the utmost care in a glass case.

Mr. Douglas received a liberal education in leading institutions of learning in England, and has increased his general information by travel, having journeyed around the world. He is now devoting his entire attention to the improvement and subdivision of that portion of his estate in Victoria, where he and his brother have two hundred and thirty acres of land, a part of which, in the Fairfield district, is divided into two hundred and nineteen residence lots. In block J there are twenty lots, in block K thirty-one lots, each tract containing about an acre and a half and separated by broad avenues. This property is very beautifully situated, a portion of it overlooking the strait of Fuca, while the inland view is also one of great beauty.

On the 30th of August, 1899, Mr. Douglas was very happily married in England to Miss Jennie Isabella Williams, a daughter of Charles Williams, Esquire, of Portsmouth, England, a retired army officer of Irish ancestry. The union of Mr. and Mrs. Douglas has been blessed with a son, James Donald Douglas, born September 6, 1900. He is a very bright, active and beautiful boy, of whom the parents have every reason to be proud. The palatial home has been erected in a most attractive portion of the estate. It is a large handsome bungalow which was entirely planned by Mrs. Douglas and indicates refined and superior taste. The site on which the bungalow stands is a somewhat rocky eminence, from which there is a beautiful view of the valley below on one side, while on the other one overlooks the strait. Inasmuch as possible, the natural beauty of the forest has been preserved. The lawn sloping gently from the house is adorned with many varieties of rare and choice shrubs and flowers. The place is called Lillooet, the Indian word for beautiful. The home is indeed ideal, because of its natural and artistic beauty and also because of its generous hospitality, for both Mr. and Mrs. Douglas delight in the society of their host of friends.

Mr. Douglas is very highly regarded as a citizen, and as a business man he displays marked enterprise and energy, devoting his attention with gratifying result to the control of his extensive real estate operation. In his

business transactions, while laboring for that success which is the legitimate goal of all business endeavor, he has also promoted the upbuilding of the city along lines of permanent beauty and substantial architectural improvement.

LOUIS GREGORY McQUADE.

Louis Gregory McQuade, of the well known firm of P. McQuade and Company, ship chandlers at Victoria, is a citizen highly honored, not alone for his substantial personal character, but also for his long connection with a business firm which is a pioneer in Victoria and has dealt in ship-outfitting supplies for over forty-five years.

Mr. McQuade is himself a native of the state of New York, born in Albany, April 28, 1853. His father, Peter McQuade, who came to Victoria on the 20th day of July, 1858, was a native of Galway, Ireland, where he was born in 1823. The father was educated in his native island, was married there to Miss Bridget Fitzpatrick, a native of Dublin, and in 1856 he went to California. He was in business in San Francisco for a year or so, and in 1858 arrived in Victoria and founded the ship chandler's establishment which has ever since been successfully carried on either by himself or his son as successor. Peter McQuade was a man of broad ability and generous nature, and he took a deep interest in public affairs and was always known for his progressive citizenship. He was a member of the Victoria Stock Company, and also director of the Royal Hospital. He died in 1884 in his sixty-first year, and was survived by his good wife, who passed away in 1886. They were both devout members of the Roman Catholic church, and the son's family also adhere to that faith. The two daughters are sisters of the Order of St. Ann at Montreal.

Louis G. McQuade, the only surviving son, was but a child when he came to Victoria, and this city has been the scene of his youth and adult activity. He was educated in St. Louis College at Victoria. He was practically brought up in his father's ship chandler's business, so that he has well prepared to assume the responsible management of it at his father's death. This business, founded in the early year of 1858, has been excellently managed throughout, and has kept pace with the growth of the city. Everything for the complete outfitting of ships is carried in the establishment, and the firm is well known all up and down the coast. In addition to this principal business Mr. McQuade has for the past eight years owned a schooner which he has employed in the sealing business.

Like his honored father, Mr. McQuade has made the city's welfare his

own, and the growth and prosperity of the city have always been regarded with him as of equal importance with the success of his own enterprises. He is an ex-president of the Board of Trade, and is at present one of the councilors of the board. In politics he has always been a Conservative, but has never sought or desired office at the hands of his fellow citizens. He is owner of two fine residences in the city as also of other city property, and has carried on his affairs with a large degree of success.

In 1875 Mr. McQuade was married to Miss Mary Norris, who was born in Bowmanville, Ontario. This union has been blessed with three children, all born in Victoria: Louis, Anna and Peter.

LAWRENCE GOODACRE.

Lawrence Goodacre, who in his business career has ever been watchful of the indications pointing to success and through the improvement of opportunity and the employment of business methods that neither seek nor require disguise, has steadily advanced until he is now numbered among the prosperous merchants of Victoria, was born in Nottingham, England, on the 8th of October, 1848. He pursued his education in his native country and there learned the butcher's trade, at which he worked for five years after coming to British Columbia. His brother, John Goodacre, came to the province in 1864 and in 1866, having received favorable reports concerning the country and its opportunities, Lawrence Goodacre also came and soon afterward secured employment as a butcher. The Queen's market was established in Victoria in 1858, by Thomas Harris, who was afterward mayor of the city. Mr. Hutchinson became the next owner and Mr. Goodacre entered his employ. Mr. Stafford was also in the employ of Mr. Hutchinson, and after a time entered into partnership with Mr. Goodacre for the purpose of buying out their employer and carrying on the business on their own account. They were together for five years, at the end of which time Mr. Stafford died and Mr. Goodacre then continued the business alone. About three years later he was married to the widow of his former partner. For a time John Dooley was a partner of Mr. Goodacre in the business, but later the subject of this review became sole proprietor and remained alone until he admitted his sons to the business under the present firm style of Goodacre & Sons. The business, through the careful management and honorable methods of Mr. Goodacre, has become a large and profitable one, the trade steadily increasing. They never have any difficulty in retaining the trade of old customers and are continually securing new patrons.

Unto Mr. and Mrs. Goodacre have been born two sons and a daughter,

all natives of Victoria. The sons, Samuel Roy and Samuel W. S., are both associated with their father in business and are active and capable young business men. The daughter, Louella Maude, resides with her parents.

In matters of citizenship Mr. Goodacre is public-spirited and progressive and has been the champion of many measure whose effect has been far-reaching and beneficial. He served as a member of the volunteer fire company of Victoria and is now one of the aldermen of the city, exercising his official prerogatives in support of every measure which he believes will promote the upbuilding and substantial improvement of his adopted city. His interest centers here, for he has made it his home through almost forty years, maintaining throughout the entire period the reputation of being a most reliable business man.

WILLIAM WALTER NORTHCOTT.

William Walter Northcott, the assessor of the city of Victoria, British Columbia, where he has resided for the past twenty-two years, dating his arrival on the 4th of June, 1883, was born in Bristol, England, on the 1st of June, 1846, and is a representative of old English ancestry. His father, John Northcott, was born in Devonshire, England, and with his son, John A., emigrated to Canada in the year 1853, the remainder of the family coming the following year. There he followed contracting and building, having in early life learned the carpenter's trade in his native country. He married Miss Fanny Parker, who passed away in the year 1855 in the fiftieth year of her age. He afterward married again and his death occurred in 1882, when he was in the seventy-sixth year of his age. John and Fanny (Parker) Northcott were valued members of the Episcopal church, and they were the parents of six children. By his second marriage he had five children, and two of the family now reside in Victoria, British Columbia: William W. and John A.

William Walter Northcott was only about eight years of age when brought by his parents to America. He resided in Belleville, Ontario, and was educated in its public schools, after which he acquired a knowledge of the builder's art by working with his father. Subsequent to his arrival in British Columbia he was for a number of years successfully engaged in building operations in Victoria, and on the 10th of February, 1890, he received the appointment to the position of city assessor and for the past fifteen years has filled the office most acceptably. He is also inspector of buildings and his knowledge of the building trade splendidly qualifies him for the duties of his office. In his political views he is Conservative, but as the



WILLIAM P. SAYWARD

office is one which affects all of the people he takes no active part whatever in politics at the present time.

In 1867 Mr. Northcott was married to Miss Olive Cronk, a native of Ernestown, Canada, and they have become the parents of five children: Alice, now Mrs. O. A. Earley; Orvilla, now the wife of J. H. Falconer; Elizabeth Parker, now Mrs. William Forbes Robertson; Joseph R.; and William Walter, Jr. The family are communicants of the Church of England and Mr. Northcott is an active and valued member of the Masonic fraternity, in which he has attained the Royal Arch degree. The sublime degree of the Master Mason was conferred upon him in Belleville, Ontario, in 1869, and he is now a past master of Victoria Columbia lodge, No. 1, A. F. & A. M. Mr. Northcott is widely and favorably known throughout the province, his abilities well fitting him for the position he now occupies. The terms progress and patriotism might be considered the keynote of his character, for throughout his career he has labored for the improvement of every line of business or public interest with which he has been associated, and at all times has been actuated by a fidelity to his country and her welfare.

JOSEPH AUSTEN SAYWARD.

No name figures more conspicuously on the pages of the business history of Victoria than Joseph Austen Sayward, and this city also claims him among its native sons, his birth occurring here on the 17th of July, 1862. His father, William Parsons Sayward, is numbered among the Victoria pioneers of 1858. He was a native of the state of Maine, born December 9, 1818, and there he received his education and learned the carpenter's trade. Subsequently he went to Key West, Florida, and was there engaged in the lumber business until 1849, when he journeyed to the gold diggings of California, making the journey in a sloop to the Isthmus, and thence on to San Francisco. He was a resident of that city during all the exciting times connected with the reign of the Vigilantes, and at all times performed his full share in maintaining law and order. In the year 1858 he came to Victoria and erected a sawmill at Mill Bay, and over a quarter of a century ago erected another in this city, continuing in the prosecution of a successful business until the 13th of July, 1896, when he put aside the active cares of a commercial life and has since lived in quiet retirement. Mr. Sayward married Mrs. Ann Chambers, a native of the north of Ireland and a daughter of Bernard Connor. She came to the Province about the same time as her husband, and her death occurred in 1870, while her husband still survives and resides in San Francisco, in the eighty-sixth year of his age, honored

and respected by all who have the pleasure of his acquaintance. He is a member of the Church of England, with which Mrs. Sayward was also connected.

Joseph A. Sayward, the only child of these parents, has spent his entire life in the city of his birth, and he early became connected with his father's business, which he has carried on alone since the latter's retirement. He is engaged in the manufacture of sash, doors and other house material, and from its inception the business has constantly grown in volume and importance, keeping pace with the growth of the city. In political matters Mr. Sayward is a Conservative, and, although not an active politician, is a public-spirited citizen and advocates all measures of progress and reform, doing all in his power to promote the general welfare.

In 1884 occurred the marriage of Mr. Sayward and Miss Margaret Livingstone, she being a native of Scotland and a daughter of Duncan Livingstone. One daughter has come to brighten and bless their home, Miss Margaret Livingstone, and the family reside in one of the delightful homes for which Victoria is noted, and enjoy the high esteem of a wide circle of friends.

SAMUEL SEA, JR.

Samuel Sea, Jr., is a member of the firm of Sea & Gowen, dealers in men's furnishing goods in Victoria. His birth occurred in the city which is still his home, his natal day being the 11th of May, 1869. He comes of English ancestry in both the paternal and maternal lines. The name of Samuel has long been a favorite one in the family and was worn by both his father and grandfather, both of whom were natives of England. His paternal grandmother is still living at the very advanced age of ninety years. Further mention is made of Samuel Sea, Sr., upon another page of this work, for he was a pioneer settler of 1858, has been prominent in business life and is well deserving of mention in the history of British Columbia.

Samuel Sea, Jr., the eldest, pursued his education in the public schools of his native city and began his business career as a salesman in a dry goods house, where he remained for a year. He then entered the Holmes clothing store and when Mr. Holmes sold his business to Mr. Waller, the subject of this review remained as its manager for six years. He then bought out his employer and he continued the business on his own account, conducting it alone for three years, at the end of which time he admitted Frederick A. Gowen to a partnership under the present firm style of Sea & Gowen. Their store is located at No. 64 Government street, where they carry a large line of men's furnishing goods and this house enjoys the largest trade of the kind

in the city. Their store and stock is up-to-date in every particular and both gentlemen are enterprising business men, representative of the progressive spirit of the time.

Mr. Sea is a member of the Native Sons of the Province, a second vice factor of the order and was one of the organizers of the Grand Post, of British Columbia. He is also a member of the Masonic fraternity, the Ancient Order of Foresters and the Independent Order of Odd Fellows. He holds to the religious faith of the Church of England, and he takes an active and helpful interest in the welfare of the city, although not figuring in political circles. He is recognized, however, as one of Victoria's most careful business men and throughout his entire life he has been connected with commercial interests of the city, so that his history, well known to its residents, commands the respect and confidence of all.

FLETCHER BROTHERS.

Fletcher Brothers, the well known music dealers of Victoria and other towns in the province of British Columbia, are successfully continuing a business which was established by their father nearly forty years ago, and which is a pioneer firm of its kind in the province. Their establishment is complete, and the great variety of instruments and musical goods of all kinds are reasonably priced and can be relied upon to be as represented. Pianos and organs of the highest grades are kept in stock, besides all kinds of stringed instruments, mechanical playing devices, graphophones, phonographs, a large stock of music, and everything in the musical line may be obtained from their stock or by quick order from the supply centers. The brothers are experienced business men, and have been trained from youth to this line of business, so that their ample success is justified and their trade of the broadest proportions.

Fletcher Brothers firm is composed of George A., James H. and Thomas C. Fletcher. Their father, Thomas W. Fletcher, was born in Sheffield, England, in 1839. He came out to Victoria in 1862, and thence went to Cariboo county, where he was married to Miss Martha Kelly, a native of Scotland. For a time he engaged in mining in the Cariboo region, and also kept a store and dealt in miners' supplies. After three years, however, he returned to Victoria, in 1865, and established the music house which is now under the management of his sons. He devoted his whole time to the business and gradually extended its operations and developed it into the principal music house of the province. He was a Methodist in religion, while his wife was a Presbyterian. They had five children, all born in Victoria. The good

mother died in 1893, but the father still survives and resides at Ladysmith, being retired from active duties and being among the respected pioneers of the province.

The eldest son, George A., is the senior member of the firm. He was born in Barkerville, Cariboo, in 1872, and is in charge of the branch stores of the firm at Ladysmith and Nanaimo. James H. Fletcher was born in Victoria in 1874, and is manager of the Victoria store, which is the headquarters of the business. Thomas C. Fletcher was born in Victoria in 1877, and is the traveling salesman and piano tuner for the firm. William R. Fletcher, born in Victoria in 1880, is a conductor on the E. & N. Railroad. The brothers were all educated in Victoria and the three eldest were brought up in the music house of their father and have known the business from boyhood. They are all justly proud of the land of their birth and take a deep interest in its prosperity. James H. Fletcher, who kindly furnished the material for this article, is a member of the Sons of Scotland, the Native Sons of British Columbia, and of the Foresters.

JAMES THOMAS McILMOYL.

James Thomas McIlmoyl, grand recorder of the Ancient Order of United Workmen of British Columbia, is a resident of more than forty years' standing in this province and for many years has been prominently identified with the agricultural, business and public affairs of his community and province. He has had a varied experience, in the latter part almost uniformly successful; from his early years of mining he turned to farming and stock raising, which he followed for many years with prosperous results, and in addition to the many duties laid upon him by his private business he has devoted much of his time to fraternal and political work, and is well known throughout the province in these connections.

Mr. McIlmoyl arrived in Victoria in May, 1862, when he was a young man of about twenty-two years. He was born in Ontario, Canada, August 24, 1840, and his lineage goes back in old Scotland for three hundred years, the family seat having for many generations been located in the vicinity of Edinburgh. His grandfather McIlmoyl was born in Liverpool, England, and emigrated to this side of the Atlantic while the colonies still adhered to Great Britain. At the time of the American revolution he remained loyal to the king, and for this reason left the colonies and moved to Upper Canada, where he obtained lands from the government. His son, James Disert McIlmoyl, was born in Ontario. He followed farming and lumbering. He was a Presbyterian and his good wife a Methodist. They both attained advanced

ages, he passing away when eighty-two and she in the same year and aged seventy-six. They were the parents of nine children, of whom three daughters and the son, James Thomas, survive.

Mr. McIlmoyl is the only member of the family in British Columbia. He was educated in the public schools of Ontario, and afterward served an apprenticeship in a general store. After he came out to Victoria in 1862 his first destination was the Cariboo mining district, and for the following five years he prospected and mined in that region before he became fully satisfied that mining was not his forte and that he could make a surer livelihood in some other way. He then returned to Victoria, and in 1870 purchased the farm of one hundred and fifty acres which he still owns. He improved this property, and was a successful grain and stock farmer thereon for many years. In 1897 he leased the farm to his son, and since then has been retired from the more strenuous occupations of life.

He had not been long in this province before he became interested in public affairs. He was elected and served for four years as representative of the eighth district of Victoria in the provincial legislature, this district including his own home. He was also a prominent official of the agricultural association for sixteen years, and was secretary of his school district during the entire period of his residence in the country. He was appointed a justice of the peace in 1873, and this appointment has never since been revoked. In 1883 Mr. McIlmoyl became a member of the Ancient Order of United Workmen, in the ranks of which order he has faithfully worked ever since. He has almost constantly held some of the offices of the order, and has passed through all the chairs. He was elected master workman of his lodge at the meeting by which it was organized. He has been through all the chairs of the grand lodge of the province, and has been a representative to ten sessions of the supreme grand lodge. In 1895 he was elected grand recorder, the office which he is still filling to the fullest satisfaction of the entire order in this province.

In 1870 Mr. McIlmoyl was happily married to Miss Ann Simpson. She was born in Esquimault, being a daughter of Mr. Henry Simpson, an honored pioneer to the northwest coast, having arrived in 1852. Mr. and Mrs. McIlmoyl had eleven children, all born at the home place near Victoria. The eldest, James H., is now running the farm; Nellie, now Mrs. Charles Post, resides in Victoria; Charles W. and Walter are also farmers; Frank, who was an upholsterer, died at the age of twenty-five; George A. is a bookkeeper, and Frederick is in the upholstering business. The following are at home with their father: Ernie A., Alma Beatrice, and Bertram and Robert, twins.

In 1895 Mr. McIlmoyl suffered a sad bereavement in the death of his wife, who had been his devoted companion for a quarter of a century, and both family and community felt a deep personal loss in her taking away. Mr. McIlmoyl holds firmly to the faith of the Presbyterian church.

JAMES P. HIBBEN.

James Parker Hibben, who in his business career exemplifies the enterprising spirit which has led to the rapid and substantial development of the northwest, is a native son of Victoria and now a member of the firm of T. N. Hibben & Company, proprietors of the largest book and stationery store of the city. He was born on the 29th of October, 1864. His father, Thomas Napier Hibben, who was the founder of the store, came to the province in 1858. He was born in Charleston, South Carolina, in 1828 and crossed the plains in 1849 in a "prairie schooner." At length the long and arduous journey was completed and he engaged in mining in California. Later he established a book and stationery store in San Francisco, where he carried on business until 1858, when he sold to Bancroft, the historian, who afterward published Bancroft's History of the Pacific Coast.

When that business transaction had been consummated Thomas N. Hibben came to Victoria. Here he met Mr. Carswell and they formed a partnership and purchased the Kurskis book-store, which they conducted together until 1866. At the end of that time Mr. Hibben purchased his partner's interest and continued the business alone, building up an excellent trade. He was at first located on Yates street and three years later removed to the present fine establishment in the center of the business district on Government street. From the first his liberal and honorable management of the enterprise secured a large trade, which has continued to increase each year until the establishment is the largest of the kind in the city.

Early in the '60s Thomas N. Hibben went to England, where he was happily married to Miss Janet Parker Brown, a native of Paisley, Scotland, and he then brought his bride to Victoria, making the journey by way of the Isthmus of Panama and thence up the Pacific coast. Mr. Hibben was devoted to his family and did everything in his power to promote their welfare and enhance their happiness. He was a gentleman of the highest integrity of character, as manifest in his business relations and in his citizenship. He never sought, desired or held office, but gave his entire attention to the control of his business and the enjoyments of home life, and throughout the city he held the confidence and respect of those with whom he was brought in contact. He departed this life on the 10th of January, 1890,



THOMAS N. HIBBEN.

amid the deep regret of many friends. He had long been recognized as a valued citizen, and because of his championship of many measures for the general good his death came as a public calamity to the community.

Unto Mr. and Mrs. Hibben had been born four children, all now grown to adult age, namely: Mary R., the wife of W. D. Claussen, a resident of California; Estelle Theus, who became the wife of T. Claussen, a brother of her sister's husband; Thomas Napier, who resides in Victoria and is also interested in the book and stationery business; and James Parker, who represents his mother's and his own interest in the business, with William H. Bone as partner. Both a wholesale and retail trade is carried on and the business has become the most extensive in its line in the province. The methods inaugurated by the father have always been maintained, and the house enjoys an unassailable reputation. James P. Hibben has been connected with the business from boyhood, and in the management displays excellent executive force, keen discernment and marked sagacity.

The family are Episcopalians in religious faith and occupy a very prominent social position. Mr. Hibben and his brother are both native sons of Victoria, prominent in its business circles and devotedly attached to the city of their birth.

THOMAS KILPATRICK.

Thomas Kilpatrick, prominent railroad man and with extensive material and civic interests in Revelstoke and vicinity, came to this locality as part of the current of activity which flowed westward with the building of the Canadian Pacific Railway, and on reaching Revelstoke remained to become an important factor in business interests and in the general welfare and progress of interior British Columbia. Mr. Kilpatrick has accomplished a well deserved success, and is a strong, energetic, acute executor of all affairs intrusted to his charge.

A native of Simcoe, Norfolk county, Ontario, where he was born April 27, 1857, he has since lost both parents, James and Elizabeth (Netherly) Kilpatrick, under whose kind parental care he was well reared and trained for a career of honorable activity and usefulness. He enjoyed part of his education in a private school in Simcoe and also attended the public schools of Norfolk county. His father being a farmer, he was accustomed from earliest boyhood to the duties of a farm, and the first twenty-seven years of his life were spent on the old homestead. In May, 1884, he got into railroad work and has almost continuously since followed that line of activity. As an employe of the Canadian Pacific in the construction of that great trunk road

he landed in Revelstoke in 1885. In 1893 he was appointed superintendent of the bridge-building department of this road, in which position he continued for some years, and in 1901 was promoted to superintendent of the division from Laggan to Kamloops, a distance of two hundred and seventy-five miles. He is also superintendent of the Simacous and Okanogan branch and of the branch from Revelstoke to Arrowhead. His energy and devotion to the welfare of the road have gained him deserved promotion to responsible offices, and in the past twenty years he has made advancement which would be creditable to any man. Mr. Kilpatrick has important interests in mining and in timber and coal lands of the northwest, and both as an executive and as a successful business man he wields much influence in this part of the province.

In April, 1903, Mr. Kilpatrick married Miss Elsie McKinnon, of Prince Edward Island, and they have one child, Thomas Donald. Their religious faith is that of the Church of England.

JAMES ERNEST SPANKIE, M. D.

Dr. James Ernest Spankie has during the thirteen years which have marked the period of his professional career met with gratifying success and during the years of his residence in Greenwood he has won the good will and patronage of many of its best citizens. He is a thorough student and endeavors to keep abreast with the times in everything relating to the discoveries in medical science. Progressive in his ideas and favoring modern methods as a whole he does not dispense with the time-tried systems whose value has stood the test of years.

Dr. Spankie was born in Kingston, Ontario, September 22, 1871, his parents being William and Margaret (Langtry) Spankie, both of whom are now deceased, the father having died in 1896 at the advanced age of ninety-two years. The first political meeting held by Sir John A. McDonald was held in the home of William Spankie. Mrs. Spankie was a native of New York and died in 1880.

Dr. Spankie was a public-school student in Kingston, Ontario, and also attended a private academy which was a preparatory school. He studied medicine in Queens University, pursuing the full course and being graduated with the class of 1891. Previous to this time he had pursued a full course in the drug business and received a diploma from the College of Pharmacy in Toronto, but desirous of entering upon the practice of medicine he began preparation for that in Queens University and following his graduation there he pursued a post-graduate course of study in the Bellvue Hospital Medical

College of New York City, devoting most of his time while in the institution to the subject of surgery. He practiced with his brother in Kingston for a year, and following his post-graduate work he returned to Kingston, where he remained for six months. On the expiration of that period he went to Banff and assisted Dr. Brett in a sanitarium for four years, gaining broad and practical experience there. The fall of 1899 witnessed his arrival in Greenwood, where he has since remained, and in his practice here he has been quite successful. Concentration of purpose and a persistently applied energy rarely fail of success in the accomplishment of any task however great and in tracing the career of Dr. Spankie it is plainly seen that these have been the secret of his rise to prominence. In addition to his practice he is largely interested in mining, recognizing that the country has a brilliant future in store for it in this particular.

In June, 1903, occurred the marriage of Dr. Spankie and Miss Grace Isabel Mulligan, of New York. He belongs to the Masonic fraternity, to the Independent Order of Odd Fellows, the Knights of Pythias lodge, the Fraternal Order of Eagles and the Canadian Order of Chosen Friends. He is a Conservative in politics and he contested the late election for Parliament for the Greenwood district. He was offered the unanimous nomination but refused. On the party insisting he finally decided to accept the nomination but was defeated by the influence of the Socialist party. He belongs to the Presbyterian church and is deeply interested in all that pertains to the social, intellectual and moral progress of his community. In his professional relations he is connected with the New York State Medical Association, the Ontario Medical Association, the Northwest Territory Medical Association and the British Columbia Medical Association, and is interested in everything that tends to bring to man a solution to the difficult problems which continually confront the physician in his efforts to check the ravages of disease and restore health. Recognizing the benefits of a genial atmosphere as well as of the great remedial agencies Dr. Spankie always brings to the sickroom a cordial sunshiny disposition and has the faculty of inspiring his patients with hope and courage.

MARTIN J. O'BRIEN.

Martin J. O'Brien, prominent citizen and business man of Revelstoke, has spent all his years since arriving at maturity in this northwest country, and has prosecuted various enterprises and almost invariably successfully. He is a man of much enterprise and energy sufficient to carry out well whatever he undertakes, and he is very influential in Revelstoke.

Mr. O'Brien was born in Frontenac county, Ontario, November 21, 1862. His parents, James and Mary (Carey) O'Brien, are both deceased. He was educated in the public schools and at the Sydenham high school, and when the time came for him to start out on his own account he was fairly well equipped for a career. In 1883, being twenty-one years old, he went to Winnipeg, and at Portage la Prairie was employed in a grocery and liquor house and also as bookkeeper for one year. He then joined with Alex McIntyre in the conduct of a wholesale liquor business at Winnipeg, and continued this until the spring of 1886, when he came to Donald, British Columbia, and engaged in the same line of business in connection with Charles Fox. Theirs was the first liquor store opened in the interior of the province, and Mr. O'Brien took the first consignment of whiskey to British Columbia over the prairies and with police escort. He remained at Donald until 1890, when he went along the line of the Great Northern Railway, and for two years was bookkeeper for a contracting firm. For the following two years he did prospecting in the neighborhood of Nelson. In 1894 he began the manufacture of soda water at Vernon and also in Revelstoke, and his connection with the latter city has proved to be permanent. In 1900 he organized the Revelstoke Wine and Spirit Company, of which he is the managing director, and the success of this enterprise has been largely due to his energetic and shrewd management.

In 1899 Mr. O'Brien married Miss Charlotte Dunsmuir, a daughter of James Dunsmuir, of Stratford, Ontario. The three children who have come to bless their home are Gladys, Lottie and Martin, Jr. The family are Roman Catholics in religious faith. Mr. O'Brien participates actively in municipal affairs, and during the years 1902 and 1903 held the office of mayor in Revelstoke.

FREDERICK B. PEMBERTON.

Frederick B. Pemberton, whose real estate operations have become extensive, making him one of the representative and successful business men of Victoria, has spent his entire life in this city. His birth occurred here on the 26th of April, 1865, his parents being Joseph Despard and Theresa Jane (Grautoff) Pemberton. The mother was descended from German ancestry long resident of England, while the father was born in Dublin, Ireland, in 1821. He acquired his education in Trinity College of his native city, and afterward studied civil engineering under the direction of G. W. Hemans, M. I. C. E., M. R. I. A., subsequent to which time he was appointed assistant engineer on a part of the Great Southern and Western Railroad.



L. M. Pemberton

He was also for some time in the employ of Sir John McNeill, L. S. D., F. R. S., M. I. C. E., M. R. I. A., and afterward did engineering for the East Lancastershire and Manchesterbury & Rosendale Railway Companies. He was resident engineer for the Exeter & Crediton Railway Company and was for several years professor of engineering at the Royal Agricultural College in Cirencester, leaving that institution in 1851, in order to accept the position of surveyor general of British Columbia with the Hudson's Bay Company. In 1850 he had been awarded a medal by the prince consort for his design for the Crystal Palace.

After coming to British Columbia Hon. Joseph D. Pemberton took a very prominent and influential part in shaping the policy and promoting the progress of the province. He was elected to the first legislative assembly of Vancouver Island and from 1863 until 1866 he sat in the executive council. His ready appreciation for and recognition of opportunity led to his co-operation in many measures that had for their object the general good, and he likewise assisted materially in the upbuilding of the province along other lines, aside from the legislative. In 1858 he laid out the town of Derby, the proposed capital of the colony of British Columbia. He took up one thousand acres of land, made improvements, and in the midst of that locality built a fine residence. He became an extensive breeder of shorthorn cattle and Clyde horses, being a pioneer of that industry in his part of the province, and thus he contributed directly to the material progress of the locality by introducing grades of stock that advanced the prices of cattle and horses and made a better market for the products of the farm. In 1863 he returned to England for his wife, whom he brought with him to his new home near the Pacific. They became the parents of six children, all born in Victoria, namely: Joseph D., who is residing in the Northwest Territory; W. P. D., who is engineer for a large coal mining company; Ada G., now Mrs. H. R. Beaven; Sophia T., at home; and Harriet S., also at home. The father departed this life on the 11th of November, 1893, in the seventy-second year of his age, while Mrs. Pemberton is still living.

Frederick B. Pemberton, after acquiring his preliminary education in the province, was sent to England, where he continued his studies in the University College of London, from which institution he was graduated with the class of 1886, having completed a course in civil and mechanical engineering. He followed that profession for some time after his return to Victoria, but later engaged in the real estate business with his father, in which he has since continued, meeting with eminent success. He is now rated as one of the most reliable, prosperous and enterprising business men of his native city,

controlling many important realty negotiations and having a clientage in the line of his chosen vocation that makes his business a very prosperous one.

Moreover, as a citizen, Mr. Pemberton is entitled to the regard of his fellow men, because of the active and helpful co-operation he has given to many movements which have resulted in benefit to the city. He is a director of the Provincial Royal Jubilee Hospital. Prominent socially, he is president of the Horticultural Society, the Golf Club and the Hunt Club, and in the fall of each year he enjoys a hunting trip and now has a large collection of the fine specimens of the game he has killed. He owns a number of valuable hunting dogs and fine riding horses, and also has draft horses of the Clydesdale strain.

Mr. Pemberton was married, on the 29th of November, 1893, to Miss Mary A. D. Bell, a native of Toronto, Canada, and they have five children, all born in Victoria, namely: Frederick Despard, Armine Morris, Warren C., Phillipa Despard and Mab O'Herne. The family are members of the Church of England and occupy an enviable social position. Mr. Pemberton has erected a most attractive home, which he has appropriately named Montjoy.

JAMES I. WOODROW.

James I. Woodrow has been engaged in the butcher business at Revelstoke and also extensively interested in mines in the vicinity since 1891, and is one of the most highly respected and successful men of interior British Columbia. He has spent most of his active life in this province, where he has proved himself able and enterprising in business affairs, a man of absolute integrity and honesty of purpose, and of recognized worth as an individual and as a factor in the community affairs.

Mr. Woodrow was born in Lincolnshire, England, November 30, 1864. His father, Charles Woodrow, is still living as a respected old citizen of Hampshire, England, but his mother, Matilda (Sebastian) Woodrow, is deceased. After passing through the ordinary school branches in Berkshire and then attending a grammar school, which completed his educational equipment for life, Mr. Woodrow gave himself to the serious business of gaining a livelihood, and in 1888 came out to British Columbia. He was at Vancouver a time, worked on the Fraser river bridge at Mission Junction, took up farming at Nicomen and after continuing that a brief season went to work for his cousin, J. C. Woodrow, at Vancouver, in the meat business. Leaving Vancouver he went to Quilchena in Nicola valley, where he operated a ranch for a short time, and then opened a butcher shop in Kamloops. In 1891,

as mentioned above, he started his butcher business in Revelstoke, and has since continued it with increasing success and is the leading man in that occupation in this vicinity. He has mining interests in this district, and has prosecuted his business career with an excellent meed of success.

In 1898 Mr. Woodrow married Miss Katherine Edith Dunn, whose father, John Dunn, was a resident of Woolton Hill, Hampshire, England. Mr. and Mrs. Woodrow have two children, Roger Dunn and Leon Prevost. Mr. Woodrow fraternizes with Revelstoke Lodge No. 25, Independent Order of Odd Fellows, and is also a member of the Sons of England.

FREDERICK CARNE.

Frederick Carne, who is one of the representative business men of Victoria, prominently engaged in the retail grocery trade, has made his home in this city since 1864, covering a period of forty years. He was born in Burealstone, Devonshire, England, August 18, 1856, and for many generations his ancestors resided in that country. His father, Frederick Carne, was a native of Lescord, Cornwall, England, and was there reared and educated. In the place of his nativity he married Miss Harriet Pearce, of Sudruth, Cornwall. He was a miner by occupation and leaving his native country he went to the mining districts around Lake Superior and afterward to California, arriving in the latter state in 1856. In 1858 he went to the Fraser river, attracted by the gold discoveries along that stream and he met the usual experiences of the early miner, at times securing a large amount of gold and then again investing it in a search for a greater measure of the precious metal. Carnes creek was named in his honor, he being one of the pioneer prospectors in that locality. He prospected in Cariboo and throughout that mining region and in the Big Bend country. Later he returned to Victoria and there joined his family, who had come to British Columbia from England in 1864. About that time he purchased the Angel Hotel, which he conducted successfully up to the time of his death, which occurred in April, 1904, when he was in the seventy-sixth year of his age. For forty years he had been a popular and well known hotel proprietor of Victoria. He had a very wide acquaintance, enjoying the friendship of many citizens of Victoria as well as of the traveling public. His wife still survives him and is yet conducting the hotel. Mr. Carne was one of the prominent members of the Independent Order of Odd Fellows and was a worthy and honorable citizen. In the family were the following children: Elizabeth, now the wife of J. L. Crimp; Amelia, the wife of A. D. Whittier; Mary Jane, the wife of J. A. Grant; and Frederick.

In taking up the personal history of Frederick Carne we present to the readers of this volume the record of one who has a wide acquaintance both through business connections and socially. He acquired his education in Victoria and at the age of fifteen years entered upon his business career as an employe in the store of David Spencer, who carried a line of books and notions. He there remained for two years, after which he entered the grocery store of A. Rickman, with whom he remained for twelve years, acquiring a thorough knowledge of the grocery business. His careful husbanding of his resources enabled him in 1884 to engage in business on his own account and he opened a store in the Odd Fellows Block on Douglas street. Later he removed to Johnson street and in 1894 established his business at his present location, No. 18 Yates street. For the past twenty years he has been one of the successful merchants, developing a profitable commercial enterprise through the honorable methods and earnest desire to please his patrons. He enjoys the thorough confidence of his customers by reason of his straightforward dealings and among his patrons are numbered many who have given him their business support since he started out for himself. In connection with two others he is also engaged in the sealing trade and is the owner of three schooners.

In October, 1885, Mr. Carne was united in marriage to Miss Agnes Gowan, a native of Victoria and a daughter of Charles King, a respected pioneer of this city. They have had six children, of whom five are living, all born in Victoria: August, Fred, Marjory, Harold and Agnes. Theirs is one of the pleasant homes of Victoria, attractive in appearance and noted for its generous hospitality. Mr. Carne is a member of the Ancient Order of United Workmen and of the Independent Order of Odd Fellows, in which he has passed all the chairs. He and his wife favor the Methodist church, although they are not members thereof. Mr. Carne is a very active and creditable business man, highly deserving of the success which has come to him, his prosperity having been won by close application and unremitting attention to his business. He commands the respect of all with whom he is associated by reason of his sterling worth.

• WILLIAM SINCLAIR GORE.

William Sinclair Gore, of Victoria, is deputy minister of lands and works for the province of British Columbia and has had a very successful and broadly useful career as a civil engineer and government official, extending over forty years. He is thoroughly acquainted with the Northwest Territory and the province of British Columbia, his work having taken him over



John Hendry

a great part of this country, and his skill and efficiency have given him a high rank in the civil service of the provincial government.

Mr. Gore was born in London, Ontario, June 29, 1842. He is of good old Irish lineage, being a descendant of the Earls of Arran. His father, Thomas Sinclair Gore, was born at Goremount, County Antrim, Ireland, and married Miss Harriet Hitchcock, a native of the same county. After their marriage they came out to Canada, in 1841, where Mr. Gore followed the profession of civil engineer.

Mr. Gore and his brother, Thomas Sinclair Gore, are the only members of the family in British Columbia. Mr. Gore had excellent educational privileges in his youth, part of his early training having been received in Dublin, Ireland. He was also at school in Barry, Ontario. He decided to follow the profession of his father, and took a course in civil engineering at Toronto, where he received his diploma as a Dominion land surveyor in 1863. For a number of years he was employed in railroad construction in the United States, until he received an appointment from the Dominion government as a surveyor of the lands of the Hudson's Bay Company. This work took him all through the Northwest Territory, and after it was completed he received the government appointment as surveyor general of the province of British Columbia. In 1891 he was promoted to the office of deputy minister of lands and works for this province, which he has since administered to the entire satisfaction of all concerned.

In 1868 Mr. Gore married Miss Jennie Blodgett, a native of the state of Massachusetts. They have two sons: Thomas Sinclair Gore is now a resident of the city of Mexico, and Arthur Sinclair Gore is in the provincial government service. Their home in Victoria is one of the many pleasant and delightful residences of this city of homes, and the house is surrounded by trees and flowers, and everything indicates the good taste and cheerful nature of these honored and esteemed citizens.

JOHN HENDRY.

In the history of the wonderful development of the northwest no name stands forth more conspicuously or honorably than that of John Hendry, for he has been the promoter of business interests which, while advancing his individual prosperity, have been of the greatest benefit to the province. He is to-day president of the Vancouver, Westminster & Yukon Railway Company, and also president of the British Columbia Mills, Timber & Trading Company, the latter being the oldest and largest enterprise of the kind in the northwest. He belongs to that class of men who, because of their recog-

nition of business possibilities, their executive force and celerity in action, have become known in this great age of commercial and industrial activity as promoters, and who are the real founders and builders of industries and cities.

John Hendry, spending his boyhood days in his parents' home, was educated in the public schools of New Brunswick, and there learned mill engineering, after which he went, in 1872, by way of California, to British Columbia, and soon afterward turned his attention to milling at New Westminster. He also assisted building a mill at Moodyville, superintending its construction, and was thus closely associated with the pioneer development of business enterprises in this section of the country. In 1875 he returned to Manitoba, but soon afterward again came to British Columbia and engaged in business on his own account in Nanaimo. Again locating in Westminster, he followed the fortunes of that city for some time, and as soon as Vancouver gave promise of rapid and substantial development he invested in mill property here and eventually became the leader in the movement resulting in the merging of all the milling interests of this place. He is to-day the president of the British Columbia Mills, Timber & Trading Company, the largest of the kind in the northwest, giving employment to about two thousand men. The sawmill has a capacity of one hundred and seventy-five thousand feet of lumber in ten hours, and the daily product of the three mills reaches about three hundred and fifty thousand feet in ten hours. Doors, sash blinds and all building materials are manufactured, and the company is now constructing the ready-made houses, using a patent joint invented by the Mahony local manager of the Royal City branch, which renders them weather and water tight. The company owns and uses twenty-one logging engines, five locomotives and twenty-five miles of railroad, extending from their timber districts to the water, and also has seven steamers utilized in the lumbering trade. The product is shipped to all parts of the world, including Australia, China, Japan, South Africa, South America, the United Kingdom and all parts of the world reached by water and rail.

The Hastings sawmill branch had its origin in 1865, Captain Edward Stamp being its first manager. He organized an English company under the name of the British Columbia & Vancouver Island Spar Lumber & Sawmill Company, Limited. He had been interested in a mill on the west coast of Vancouver Island, and he built the new mill where the present plant is located. The business was conducted under the management of Captain Stamp until 1868, when, having some trouble with the company, he was succeeded by Captain J. A. Raymon. Not long afterward the affairs of the

company reached such an involved condition that the mill was shut down and the company wound up the business and sold the milling plant. The capacity at that time was about fifty thousand feet of lumber in ten hours. The plant was purchased by S. F. Dickson & DeWolfe & Company, an English firm, and the business was resumed under the name of the Hastings Sawmill Company in September, 1870. Captain Raymon was returned as manager, and continued in that position until 1882, when his death occurred, and he was succeeded by Richard H. Alexander, who had been Mr. Raymon's assistant from 1870. In 1886 the Canadian Pacific Railroad was extended to Vancouver, and the business was then purchased by the syndicate. The property extended from Carroll street to where the sugar refinery is now located and back to False creek, where at the head of False creek the company had twelve hundred acres of land, all covered with forest trees, at the time the railroad was built. The Hastings Sawmill Company, Limited, took the mill site west of the railway track and all of the timber and logging camps. In 1891 that company was bought out by the owners of the Royal City Planing Mills of New Westminster. The two companies were then merged into one, and the British Columbia Mills, Timber & Trading Company was formed with John Hendry as president and general manager. He had formerly been the president of the Royal City Planing Mill Company. The present officers are John Hendry, president, and C. M. Beecher, vice-president. They now own the Hastings mill, the Royal City planing mills at the end of Carroll street in Vancouver, the Royal City planing mill in New Westminster and the Moodyville mill. The capacity of the works was increased to one hundred and sixty thousand feet, and the business was being operated on an extensive scale in 1898, when the plant was destroyed by fire. It was then rebuilt and supplied with all modern improved machinery, while the capacity was increased to one hundred and seventy-five thousand feet in ten hours. It is capable of being increased to two hundred and fifty thousand feet in ten hours as soon as market conditions require it. The company now controls a daily product of about three hundred and fifty thousand feet in ten hours. They own the wharfs, dry kilns and railroad facilities for shipping, and to the ability and energy of Mr. Hendry, Mr. Beecher and Mr. Alexander is due all of the credit for the development and upbuilding of this vast business enterprise.

Mr. Hendry has also acquired large property interests in Vancouver, New Westminster and in the Kootenay country. In 1894 he became active in forming a company which acquired a local charter for a railroad from Vancouver north and extending east through the Cascade range, touching at

Squamish, Lillooet, Anderson Lake and extending on to the Cariboo country. It proved, however, to be too early for this undertaking and the project lapsed. In 1900 a number of the enterprising citizens of Vancouver and New Westminster secured a provincial charter for a railroad from Westminster by way of Squamish, Anderson Lake, Lillooet, thence up the Fraser river by canal to Fort George, and on to the boundary of British Columbia, toward the Yukon, and subsequently they secured a Dominion charter for the same road to Yukon, to Dawson and to the boundary line of Alaska. They purchased the interest secured through the provincial charter, and Mr. Hendry managed the finances required to build and equip the road from Westminster to Vancouver. This part of the road has been built, and is now in operation, with its terminus exactly in the center of the city of Vancouver. Indeed, he has been the president and the moving spirit of the enterprise since the organization of the company, and is now negotiating for the continuance of the construction of the road. It will cross the lines of the Grand Trunk Pacific and the Canadian Northern roads, while connected at Westminster with all the southern roads from Mexico and with all the trans-Pacific roads. The value of such a road to its projectors and to the country at large is destined to be very great, and Mr. Hendry in carrying forward such a project will confer a benefit upon British Columbia, the extent of which cannot be estimated, but which will make him worthy of the gratitude of the entire province.

In 1881 Mr. Hendry was married to Miss Adaline McMillan, a native of Nova Scotia and a daughter of Daniel McMillan. The union is blessed with one daughter, Miss Aldyen Irene Hendry. The family have two fine residences, one in New Westminster and one in Vancouver. Mr. and Mrs. Hendry are adherents of the Presbyterian church, and he is active in church work, giving generously toward the building of churches and also being a liberal contributor to charitable and benevolent objects. He is a thirty-second degree Mason and in his life exemplifies the beneficent spirit of the craft. He has served as president of the Board of Trade of New Westminster and also of Vancouver, is vice-president for British Columbia of the Canadian Manufacturers' Association, and is ever alert to promote the best interests of both towns and of the entire province. His business ability and enterprise make him one of the foremost men of the great northwest, and his efforts have contributed in large measure to the development of its natural resources, resulting in great benefit to the entire province.

WILLIAM MUNSIE.

William Munsie is a representative business man of Victoria, and during the last twenty-five years his connection with a number of important enterprises has made his work effective of great results in the substantial development and business growth of Victoria. He has resided in the province of British Columbia since 1878, and his business energy and ability as an organizer and director have ever since been in evidence as an aid to the welfare of the country.

Mr. Munsie is a native of Nova Scotia, was born at Pictou, January 4, 1849, and is representative of an old Canadian family of Scotch antecedents. His grandfather, William Munsie, was born in Scotland, and when a young man emigrated to Pictou, Nova Scotia. John Munsie, the father of Mr. Munsie, was born, reared and educated in Nova Scotia. He married Miss Alice Harris, whose father was born in Harrisburg, Pennsylvania, where her family were early settlers, and that city was named after the family. Her grandfather at the time of the American revolution remained loyal to the king, and hence it became necessary for him to move to Nova Scotia, where the loyalists from the colonies were granted lands by the crown. The office of sheriff in Pictou county, Nova Scotia, has been held by members of the Harris family since the early settlement of the province.

Mr. Munsie received his early education in his native county, and in his early years learned the pattern-maker's trade there. He came west to San Francisco in 1874 and for the following four years worked at his trade there. In 1878 he entered into an engagement with Mr. Joseph Spratt by which he went to Victoria and assisted in the opening of a stove manufactory in that city, and for six years he was actively associated with Mr. Spratt in the manufacture of stoves. In 1884 he entered into a partnership with Mr. Fred Carne, and until 1893 they were engaged in the grocery and produce business. In the meantime he and his partner had become interested in the sealing business, and it is to the credit of Mr. Munsie that he brought out from Nova Scotia the "Pathfinder" which was the first schooner to come around Cape Horn to engage in the sealing industry from British Columbia. They later became the owners of several schooners and carried on the enterprise in an extensive manner. Two of their schooners were seized by the Americans during the Behring sea troubles, and this was one of the acts which led to serious complications between the governments of England and the United States, and which were finally settled by arbitration by the Paris tribunal, at which time Mr. Munsie and his partner were awarded damages for

the seizure of their ships. They at one time had six schooners employed in the seal fisheries. The sealing industries at Victoria are now consolidated and carried on as the Victoria Sealing Company, of which Mr. Munsie is a stockholder and director.

In 1891 he became a member of the Shawnagan Lake Lumber Company, whose sawmill is situated at Shawnagan lake and their lumber yards in Victoria. He is a stockholder and the secretary of this company. He was one of the organizers of the Ladysmith Lumber Company, which has a mill at Ladysmith, and he is president of this company. Mr. Munsie in connection with Mr. C. F. Todd built the first salmon traps at or near Victoria, and this is an enterprise which bids fair to become one of great importance to this city.

Mr. Munsie was married in 1870 to Miss Catherine Dunn, a native of Wallace, Nova Scotia. He is an active member of the board of trade of his city, and in countless ways identifies his efforts with the best welfare and progress of the city.

HON. ROBERT FRANCIS GREEN.

Hon. Robert Francis Green, chief commissioner of lands and works of the province of British Columbia, was born in Pittsburg, Ontario, on the 14th of November, 1861, his parents being Benjamin and Rebecca (Lepsett) Green. The family is of Irish lineage and the father was born in West Meath county, Ireland, whence he emigrated to Canada in 1835, settling first in Quebec. There he was actively engaged in the grain and produce business and in 1840 he removed to Ontario, while later he came to British Columbia, becoming a pioneer and representative business man of these various districts. He died at Caswell in the eighty-first year of his age, while his wife, who was also a native of county West Meath, Ireland, departed this life in Ontario. They were devoted members of the Methodist church, taking an active and interested part in the various departments of church work.

Robert Francis Green is indebted to the public school system of Ontario for the educational privileges which he enjoyed. He engaged in merchandising at Hastings and was elected first mayor of Caswell in 1893. In fact, he was one of the organizers of the city and aided in framing its municipal government and policy. In 1894 he was defeated for the office of chief executive of the new city, but in 1896 and 1897 he was again elected, discharging his duties in a prompt, business-like and capable manner. In 1898 he became a candidate for the local house and so efficiently served in

that capacity that he was re-elected in 1900 and continued in the position until October, 1903, when he was elected for a third term. During his first term in the house he supported the Semlin party and at his second election he joined the Dominion party in opposition to the Martin party. He was in favor of the Dunsnier government during the latter part of its existence and also of the Prior government and under the last named was defeated. He then accepted the office of minister of mines under Richard McBride, premier, and filled the office for several months, after which he engaged with the department of lands and works and is now with intense and well directed energy promoting the interests of the province in this important department. He is interested in several mining enterprises and is deeply concerned in the development of the great natural resources of the province, knowing that there is a vast field for profitable labor here. His own efforts have contributed in substantial measure to what has already been done in reclaiming the district and its splendid possibilities for the uses of the white race and for the advancement of broader civilization here.

In 1889 Mr. Green was married to Miss Celia McDaniel, a native of Erie, Pennsylvania, and a daughter of Percy McDaniel, now deceased, a representative of an old American family. They have two children in British Columbia, William H. and Celia R. Mr. Green is prominent in Masonry, having attained the thirty-second degree of the Scottish rite, while he is also a member of the Mystic Shrine. Although he has been prominent and influential in public affairs his life accomplishments but represent the result of the fit utilization of the innate talent which is his and the directing of his efforts in these lines where mature judgment and rare discrimination lead the way. There is in him a weight of character, a native sagacity, a far-seeing judgment and a fidelity of purpose that command the respect of all. A man of indomitable enterprise and fidelity, he has carved his name deeply in the record of the political and commercial history of the province which owes not a little of the advancement to his efforts.

HON. ROBERT GARNETT TATLOW.

Hon. Robert Garnett Tatlow, whose official record confers honor upon the province that has honored him and who as minister of finance is now occupying a position in the portfolio of British Columbia, was born in Scawa, county Down, Ireland, on the 6th of September, 1855. Back of him is an ancestry honorable and distinguished. For many generations the family resided on the Emerald Isle and a large number of its representatives fol-

lowed professional pursuits, some attaining marked prominence and success therein.

Mr. Tatlow was educated in England, and in 1879 came to British Columbia with Major Strange, being a member of Battery B. He was on a tour of inspection of the defences but became enamored with the country and decided to remain, allying his interests with the great northwest whose rapid and wonderful development is almost miraculous, so great has been the growth of population and so quick the introduction of all the industries and improvements of the older east. Mr. Tatlow came to Victoria as private secretary to Hon. A. N. Richards, who was then lieutenant governor of British Columbia. Mr. Tatlow remained in that position until the termination of his official duties and was then appointed secretary to Lieutenant C. F. Cornwall, continuing with him until 1886. He then went to Vancouver to represent a syndicate that owned a large portion of the town site of that rapidly growing city and Mr. Tatlow became one of the first builders of a residence there. His first home, however, was destroyed by fire, but later he rebuilt. He remained in Vancouver, engaged in various financial enterprises and was connected with the Stanley Park firm for fifteen years. All of the improvements of that magnificent park were made under his management and in the work he took a special pleasure and pride.

On the 4th of June, 1903, Mr. Tatlow was appointed to his present position as minister of finance for the province by the Hon. Richard McBridge, premier of British Columbia. He has always been a Conservative in politics and has been actively connected with his party organization for years, doing everything in his power to promote its growth and insure its success. He was married in 1893 to Miss Elizabeth Combie, a daughter of J. H. Combie, chief engineer of the Canadian Pacific Railroad. She is a native of Quebec and is of Irish ancestry. There are three children born unto Mr. and Mrs. Tatlow: John, Garnet Keneth and Helen, all natives of the province. Theirs is a beautiful home in Vancouver and they are members of the Church of England, where their many excellent personal traits have gained them a social prominence, giving them entree into the best society of Vancouver.

GEORGE HERBERT MANCHESTER, M. D.

Dr. George Herbert Manchester, medical superintendent of the Public Hospital for the Insane in the province of British Columbia, has proved himself the right man in the right place, and as the medical head of a great humane institution has been a public benefactor and a power for individual bet-

terment and uplift in the case of the patients under his charge. Almost his entire experience in medical practice since leaving the university has been confined to work among the insane and feeble-minded, and he has gained an indisputably high rank as an alienist, and, what is of equal importance in his present office, has powers of influence and control over his patients which have given him great success and efficiency in the direction of his duties, and it can be fairly stated that the insane hospital has never been in a better condition than under the present regime.

Dr. Manchester, a descendant of an old and prominent English-Canadian family, was born in the city of Ottawa May 13, 1872. His great-grandfather, William J. Manchester, a native of England, emigrated to Philadelphia, thence to the province of Quebec, where he had large interests as a lumberman. William Jacob Manchester, the grandfather, was born in the latter province at Rawdon, near Montreal, but has spent most of his life in western Ontario, where he still lives; being in his eighty-seventh year. His son, David Manchester, the father of the doctor, was born at Rawdon in 1840, and married Miss Mary Ann Taylor, who was born in 1839 in Napean, Ottawa. The father has followed merchant tailoring a large part of his career, being now the oldest merchant tailor in Ottawa. He has also been a very successful man in other lines. He was one of the first white men to locate on the Manitoulin Island, Ontario, where he had a large amount of government land and was engaged in lumbering, employing several ships in this business. He is now sixty-five years of age, and his career has been honorable and successful throughout. His son, David L., is now in the merchant tailoring business at Montreal. Dr. Manchester was a child when his mother died. She was also of Irish ancestry, and her father, Richard Taylor, Esq., was for many years an Irish justice of the peace.

Dr. Manchester received his literary education at Ottawa, in the Ottawa Collegiate Institute and in Albert College, where he took the liberal arts course. His medical course was taken at the famous McGill University, where he received his degree of M. D. in 1894. His standing as a student had been high, and at his graduation he was appointed house surgeon in the Montreal General Hospital, where he remained one year. He then became assistant superintendent of the hospital for the insane at Verdun, a suburb of Montreal. He later spent a year of study in general medicine in London, England. While he was abroad the British Columbia government seemed to be on the point of losing their superintendent of the hospital for the insane by death from blood poisoning, and Dr. Manchester was accordingly called to take his place. On his arrival in the province he found the superintendent

already recovering, but he was retained for two years as assistant superintendent, and this was a period of professional growth and acquirement of valuable experience on the part of Dr. Manchester, for he had the benefit of the knowledge and practice of his superior and was thoroughly equipped for the discharge of his official duties when the superintendent was retired on a pension and turned over his work to Dr. Manchester. The latter had also, while at Montreal, enjoyed the mature wisdom and experience of Dr. Burgess, who for thirty years has given his attention to mental afflictions and is one of the most eminent alienists on the continent. Dr. Burgess's next assistant, Dr. Manchester's successor in Verdun, is now superintendent in the hospital for the insane at St. Johns, New Brunswick, manifesting the fact that Dr. Burgess is regarded as an adequate teacher in the field of alienism throughout Canada. Since taking entire charge of British Columbia hospital he has effected many improvements, the grounds and the property are in fine condition, and it is an abiding ambition with him to bring about many other additions and changes for the better, so as to keep this hospital in the front rank of institutions of its kind. He desires especially to introduce better appliances for the comfort of the patients. Many of the inmates have been discharged permanently cured, and many others have been in large measure restored, so that Dr. Manchester may take much pride in his record during the last few years. During his superintendency the number of patients has doubled, but he is pleased to be able to state that the proportion of insane is very much less in British Columbia than in other parts of Canada or in the States. And it may be added that the general condition of the Public Hospital for the Insane is better now than it has ever been at any other period in its history. Dr. Manchester gives his whole time and attention to the duties of his position, and his work, so important to this province, has gained high recognition in many other parts of the country.

Dr. Manchester was married in 1899 to Mrs. Victoria Orr, who was born near Picton, Ontario, a daughter of William Keys, Esq., and she has two sons. The doctor and his wife are members of the Methodist church, and are held in high esteem in the social circles of New Westminster.

HENRY FRY MacLEOD.

Henry Fry MacLeod, district registrar of lands for east and west Kootenay and a resident of Nelson, was born in York county, Ontario, October 29, 1868, his parents being Norman Tor and Margaret (Fry) MacLeod, both of whom are deceased. His early education was acquired in the public schools and he advanced through successive grades until he became

a high school student in Ontario. He also received private instructions from a clergyman. He took up the study of law in Toronto under the direction of C. C. Robinson and was also a student in the law office of G. Filmore Cane, being admitted to the bar in 1892. He began the practice of his chosen profession in Toronto and remained there until 1898, when he came to Nelson, British Columbia. Here he engaged in the practice of law for six months with the firm of Galliher & Wilson and was licensed to practice in December, 1898. He then continued with the firm mentioned until the close of the year 1900, when he was appointed district registrar of lands for east and west Kootenay, which position he still occupies, having discharged its duties with promptness and fidelity.

CAPTAIN GEORGE PITTENDRIGH.

Captain George Pittendrigh, whose career as a gallant soldier of the crown and later as a prominent man of affairs and active in the public life of British Columbia is deserving of more than passing mention, is an old resident of New Westminster, having come here over thirty years ago. Now when past the age of three score and ten, with the battles of life already fought, he enjoys that deep respect and veneration which come to the veteran who has made a brave and successful fight whether in actual war or in the struggles of civic affairs.

Born in London in 1831, a son of George and Sarah Pittendrigh, natives of Essex, he comes of an old and substantial English family, whose record for usefulness and honor goes back several generations. His grandfather was a soldier in the royal artillery, serving in the struggle with the colonies and being severely wounded at Bunker's Hill. He later became superintendent of the royal powder mills at Waltham Abbey, and retired at the age of sixty-three. He was born in Adair, Aberdeenshire, Scotland. Captain Pittendrigh's father was connected with the civil service in London.

The captain was educated in the private schools and under the tuition of the Rev. Thomas Mason at Ipswich. In 1844, when fifteen years old, he left school and entered the Sixty-third Foot Infantry, with which he served for many years up to and through the Crimean war. Captain Pittendrigh fought with the allied forces against Russia at the battles of the Alma, Balaklava, Inkerman and in the siege of Sebastopol, and with becoming pride he still wears the Turkish and Crimean war medals, with clasps denoting the Alma, Balaklava, Inkerman and Sebastopol. He served at Scutari in the Bosphorus Command, as provost marshal for the latter part of the war. On his return home after this memorable campaign he was appointed

on the staff of the Depot Battalion at Chichester. In 1857 he was appointed to the Second Battalion of the "Bufs" Regiment. On his retirement in 1874 the officers of the battalion showed their appreciation of this gallant soldier by presenting him with a handsome table clock with suitable inscriptions, which he treasures as a memorial of his long military service so replete with associations and experiences.

Captain Pittendrigh arrived in British Columbia in June, 1874. He took up about seven hundred acres of land, with the intention of engaging in ranching, but after a year he found that did not suit him, and he was then appointed assistant Indian agent at New Westminster for the New Westminster district. In 1877 he conducted an office as notary public, conveyancer, and he served for some years as a justice of the peace. In 1894 he was appointed stipendiary magistrate, which he still holds, and in 1895 judge of the small debts court. He has served as coroner since 1892. He could not entirely dissociate himself from military affairs after coming to this province, and in 1877 he reorganized the old Seymour Artillery, which was formed into the British Columbia Provincial Artillery, No. 1 Battery, of which he was made the commander. Captain Pittendrigh is one of the oldest Masons in the province, having joined that order on December 12, 1856.

Captain Pittendrigh was first married in 1849, to Miss Caroline Bryant, a native of England. Six children were born of this union, but Emily J., the widow of Judge Haines, is the only survivor. In 1863, while stationed at Gibraltar, Captain Pittendrigh married Maria Rosaria Morsiciana Blount, who was born at Gibraltar, of English parentage. Of this second marriage there were fourteen children, and eleven of them are still living. Mrs. Pittendrigh died at New Westminster in 1892.

SIDNEY S. OPPENHEIMER, M. D.

It is the young men who are winning notable success in the professions and among the abler representatives of the medical fraternity in Greenwood is Dr. Sidney S. Oppenheimer, one of the native sons of British Columbia, his birth having occurred in Yale, February 12, 1873. His parents are Isaac and Celia (Sidenbach) Oppenheimer, old residents of Vancouver, now residing in New Orleans, Louisiana. His youth was spent in his parents' home, and as a student in the public and high schools of Victoria and Vancouver he mastered the common branches of English learning and was also tutored by Mr. Tucker, of Montreal, a brother of the Rev. Tucker, of Vancouver. Thus well qualified to enter upon the study of medicine he pur-

sued a full course in medicine in McGill University of Montreal and was graduated with the class of 1898. During six years he practiced in Greenwood, his patronage constantly growing in volume and importance. When he had been located here for six months he entered into partnership with R. W. Jakes, with whom he continued for three years, when he took charge of the first hospital established in Greenwood. He has since practiced alone and now numbers among his patrons many of the best families of this city, for he has fully demonstrated his ability to cope with the intricate problems that continually confront the physician and surgeon. He keeps in touch with the advanced thought of the medical fraternity and with the most modern methods and success has attended him in his efforts. He is dominion medical health officer for the boundary, and medical health officer for the city of Greenwood. Like many residents of British Columbia he has made investment in mining property. Fraternally he is connected with Greenwood Lodge No. 29, K. P.

DAVID ROBSON.

David Robson, until lately government agent and mining recorder and assistant commissioner of lands and works for New Westminster district, is a well known old-time resident of New Westminster, and he has been more or less permanently identified with the welfare of this province since the spring of 1862. He is a man of broad character, liberal-minded, and follows the best traditions and emulates the worthy careers of a family of Robsons who have proved themselves important factors in public and private affairs wherever their interests and home have been centered.

Mr. David Robson was born in Perth, Ontario, July 21, 1840. His father, John Robson, was born in Scotland, whence, as a single young man, he emigrated to Canada, and in Perth was married to Mrs. Euphemia Richardson Thompson, a widow lady with two children. She and Mr. John Robson became the parents of sixteen children, all but three of whom attained maturity. The father, who was a valued member and an elder in the Presbyterian church and who reared his family to excellent ideals and honest careers, died at the age of sixty-five, and the mother passed away when sixty-three years old. There are three sons and three daughters of this family still living. The Rev. Ebenezer Robson, D. D., is a resident of Mount Pleasant, Vancouver. Mrs. T. D. Pearson, residing in New Westminster, is the wife of a retired clergyman of the Methodist Episcopal church. Perhaps the best known member of the family in British Columbia was John Robson, who came to the province in 1860, was a

journalist by profession, was elected to the local legislature and later became premier of British Columbia, and was a man of high intellectual attainments and held in high esteem wherever known. He died in 1892, leaving his widow, Mrs. Susie Robson and one daughter, who is now the wife of Joseph Hunter, a prominent citizen of Victoria.

Mr. David Robson was educated in the common and grammar schools of Sarnia, Ontario, and in 1870 graduated with the degree of A. B. in the arts course at Victoria University in Toronto. He then established the *Bulletin* at Collingwood, Ontario, a paper which he edited and published for eleven years. He then returned to New Westminster and became assistant to his brother, Hon. John Robson, in conducting the *Columbian*. This was formerly the *Pacific Herald*, published as a semi-weekly, and the Robson brothers bought it from Mr. John C. Brown. On his brother's election to the legislature, Mr. Robson continued the publication of the *Columbian*, giving it a daily edition, and as a most successful independent paper it remained under his control until 1885. He then sold it and accepted the position of city clerk of New Westminster, and after a long period of service resigned this office in 1896 to accept his place in the government service. In 1888 he was elected secretary of the New Westminster Board of Trade, and as such served until 1902. He was also an alderman during 1897-98, and has always done everything in his power to build up the best interests of his city and province.

In 1876 Mr. Robson was married to Miss Emma Ida Henry, a native of Chatham, Ontario, and they have three children: Charles Edgar, born in Collingwood, is a citizen of San Francisco; Gertrude Estelle is the wife of Norman Williams, a lawyer of Los Angeles; John Stanley is at home, attending Columbia College. The family are members of the Methodist church. They have one of New Westminster's comfortable homes, and enjoy the esteem of all their fellow citizens.

PROFESSOR EDWARD ODLUM.

Professor Edward Odlum, lecturer, writer and capitalist of Vancouver, is one of the promoters of the city's upbuilding, and with firm faith in a splendid future for its district he has labored untiringly and efficiently to advance the interests of the city along lines contributing to its material progress, its beauty, its social, political and intellectual advancement. A mind of wide compass and of ready recognition of possibilities has enabled him to look beyond the exigencies of the moment to the opportunities of the future and his labors have been for future good as well as immediate benefit.

Professor Odlum came to British Columbia in 1889. He was born in



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Tullamore, Peel county, Ontario, on the 27th of November, 1850. He represents one of the old families of the mother country, the ancestry being traced back in England to the year 1690, when authentic records give account of four brothers, officers of the British army, who went to Ireland with King William. Abraham Odlum, grandfather of Professor Odlum, was born in Ireland and he, too, represented the military interests of his country as an officer and fought under the Duke of Wellington. Subsequently he settled on Guernsey Island, and in 1820 he chartered a ship and brought his family to America, his destination being Quebec. John Odlum, father of Professor Odlum, was of the party, and both he and the grandfather were soldiers of the war of 1837. John Odlum followed the occupation of farming and lived an upright, honorable life in consistent harmony with his professions as a member of the Church of England. He married Miss Margaret McKenzie, who was of Scotch descent, but was born in county Tyrone, Ireland. They had nine children, seven of whom are living. The father has attained the venerable age of eighty-four years and resides in Lucknow, Bruce county, Ontario. His wife departed this life in 1892, in the seventieth year of her age.

Professor Odlum supplemented his early educational privileges by study in the Collegiate Institute at Cobourg, Ontario, and graduated from the Victoria University, that institution conferring upon him in recognition of work done the degrees of Bachelor of Arts, Master of Arts and Bachelor of Science. He then traveled for the Canadian Government for two years in England, Wales, Scotland, Ireland and the Orkney islands, lecturing and presenting to the people of Great Britain the great advantages and resources of Canada and thus inducing emigration. Subsequently he returned to the new world and made his way to the Cariboo district of British Columbia, where he was engaged in gold mining, representing a large company. He found, however, after considerable work had been done, that the output of the mines would not be sufficient to meet the heavy expense of its operation and he advised its abandonment. He prepared for the British Columbian government a report on the description of the economic woods of the province, and as a representative of the same government he went to Manitoba and the older districts of Canada to report upon the subject of education in the province and to induce the setting aside of government lands for educational purposes. This subject is still under consideration.

Professor Odlum has devoted much of his life to the work of public instruction as teacher, lecturer or writer. He was for some years president of a college in Tokio, Japan, having six hundred students and fourteen pro-

fessors and tutors under his direction, and his special effort was along the line of instruction in science and the classics. While in Japan Professor Odlum was called upon to mourn the loss of his wife, whose death resulted from malaria and pneumonia. This caused him to leave that country and he afterward traveled in Australia, New Zealand and the United States, but after visiting various sections of the country he gave Vancouver his preference as a place of residence and as the place of investment. He, therefore, purchased city property and has never had occasion to regret his determination in this direction, for the rapid growth and development of Vancouver has greatly promoted property values, and Professor Odlum has therefore realized a splendid financial return. He has both built and purchased houses in Vancouver and is still the owner of extensive property interests here. His attention is now largely given to the supervision of his realty, for having spent nineteen years in educational work he decided to retire from that field of activity and has since declined various offers of college professorships. In addition to the care of his property, however, he is writing for the newspapers on the subject of "Who are the Japanese and Who are the Saxons?" letters which have received favorable comment and which show wide research and ability.

In 1892 Professor Odlum was elected alderman of Vancouver, receiving the largest vote ever cast in the city. It was after this term of service that he traveled for the government in Great Britain, and in January, 1904, he was again elected to the office of alderman. Progress and patriotism might well be termed the keynote of his character, and these have been strongly manifest in his official service on the aldermanic board. In all community affairs tending to elevate mankind and promote the interests of the city he is deeply interested, and as the champion of many progressive measures his value in citizenship has long since been proven. He is an active member of the Princess Street Methodist church, and he is chairman of the Carnegie public library.

Professor Odlum was married in 1877 to Miss Mary Elvira Powell, a native of Ontario, descended from a family of United Empire loyalists of English origin. The first of the name in America had located in what is now the United States, but when the American Revolution was inaugurated they were loyal to the king and removed to Canada. Professor and Mrs. Odlum became the parents of four sons, Edward Farady, Victor Wentworth, Garnet McKenzie and Joseph Wellesly. The eldest is head bookkeeper for Thomson Brothers, the second is city editor for the Daily World of Vancouver, and the fourth is a clerk in one of the city stores. Three served in

the Boer war in South Africa, the youngest being but sixteen years of age when he entered the army and the eldest twenty-one years of age. They fought in many of the battles, and at the end of a year's service returned to Canada, entering the army here as lieutenants, one being but seventeen years of age and the other twenty-one years. This service in behalf of their country was highly creditable and commendable. Professor Odlum and his father served in the army during the Fenian war, so that there is no lack of loyalty or patriotism in the family. They are a family of military men as well as excellent private citizens.

Professor Odlum is identified with various organizations for intellectual advancement and scientific research. He has been a member of the Australian Science Association and of the Royal Association of Japan. He belonged to the British Science Association both in Canada and Great Britain, and has been an active and valued representative of these organizations, preparing and reading many papers at their meetings. The chief work of his life during the past thirty-five years may be termed investigation along the line of theistic science—the study of God in nature. He is now president of the Art & Science Association of Vancouver. It would be almost tautological in this connection to enter into any series of statements showing him to be a man of broad mind and strong native talents which educational culture has developed. It might well be said of him, as it was said of an eminent man of old, that he has done things worthy to be written and that he has written things worthy to be read, and by his life has contributed to the welfare of his province and the happiness of mankind.

PAULUS Æ. IRVING.

Paulus Æ. Irving, one of the judges of the supreme court of the province of British Columbia with residence in Victoria, came to the province in February, 1882. He is a native of Hamilton, Ontario, born on the 3d of April, 1857. His father was **Æmilius Irving, K. C.**, and his mother was Miss Augusta Louise Gagy, a native of Quebec. The father was very prominent in legal circles, being for many years treasurer of the Law Society of Upper Canada.

Judge Irving was educated in Trinity College school at Port Hope, and in Trinity College of Toronto, Canada, where he took the degree of Bachelor of Arts in 1877 and Doctor of Civil Law *honoris causa* in 1900. Soon afterward he entered upon the practice of his profession in Victoria, becoming a partner of Mr. Ebberts, late attorney general. Judge Irving served as deputy attorney general for several years, after which he entered into partnership

with Mr. Bodwell, and this relation was maintained up to the time when he was appointed to the supreme court bench in 1897.

In 1883 Mr. Irving was united in marriage to Miss Diana Hamley, a daughter of Hon. W. Hamley, of Victoria.

F. T. UNDERHILL, F. R. C. S., D. P. H.

For seven years a successful practicing physician of Vancouver, and the present efficient health officer, Dr. Underhill in his official capacity is doing a splendid service for the city. He was born in Staffordshire, England, on the 19th of June, 1858, descended from a long line of English ancestors who were prominent members of the medical profession. His paternal grandfather spent his entire life in the successful practice of medicine and surgery, and his son, William Lees Underhill, father of Dr. F. T. Underhill, was also a life-long practitioner. He was also prominent in community interests and was a justice of the peace in his county for over forty years. He married Miss Emily Roe, a daughter of Dr. William Roe, who had the honor of being the court physician of William the Fourth, king of England. She was of Scotch and Irish ancestry. Dr. William L. Underhill died in 1894, at the age of eighty-four years, and his wife departed this life in the sixty-seventh year of her age. They had seven children and there was a former marriage by which there were two children. Eight of the number are now living, one being a lawyer, one a minister and six physicians—all eminent in their professions. Only two are in British Columbia, the brother of Dr. Underhill being the Rev. Harold Underhill, who is rector of St. Paul's church, in Victoria.

Dr. Underhill, of Vancouver, acquired his education in Edinburgh, Scotland, winning his medical degree there, and afterward practiced his profession as a family physician in South Stafford until 1894. He then spent three years at Mission, British Columbia, and returned to Edinburgh to obtain his D. P. H., and in 1897, on his return he established an office in Vancouver, where he has since been very successful as a practitioner of medicine and surgery. His methods are modern, he keeping in touch with the advanced thought of the day and informing himself thoroughly concerning every new idea or invention which he believes will prove of value in eradicating or checking disease. The board of aldermen of Vancouver in order to increase the efficiency of the health department of the city passed a law for the purpose and appointed Dr. Underhill to fill that important office of city health officer. He is now giving his entire attention to this important work. His appointment was dated August 1, 1904, and he is the first officer whose duty

it has been to give his entire attention and time to the health conditions of Vancouver. One of the principal tasks which devolves upon him is the stamping out of infectious diseases such as diphtheria, scarlet fever and measles. He takes a deep interest in the work of his position and is regarded by the public as the right man in the right place. For eighteen years he served in the Volunteers, retiring with the rank of major.

Dr. Underhill was married in 1885 to Miss Beatrice Alice Murial, a native of Norfolk, England, and a daughter of Dr. Evans Murial. They have six sons and five daughters, namely: Murial Beatrice, Reginald, Ella Margaretta, Frederick Clare, James Theodore, Charles Bertram, William Leslie Larube, Sybil Mary, Enid, Helen and William. The doctor has erected a delightful residence at the corner of Broughton and Barkley streets, and they have surrounded their home with many beautiful flowers, shrubs and vines, which indicate the refined and cultured taste of the family. The parents and children are communicants of the Church of England, holding membership in the Catholic Apostolic church. The social prominence of the family is indicated by the hospitality which is so freely accorded them in the best homes of the city, while Dr. Underhill's ability in the line of his profession is acknowledged by his fellow practitioners and the public at large, all uniting in bearing testimony to his skill and learning in practice and his genuine personal worth.

FREDERICK JOHN FULTON.

Frederick John Fulton, member of the provincial parliament from the North riding of Yale district, prominently active in Conservative politics, and for the past sixteen years a leading representative of the bar of British Columbia, was born in Northumberland, England, December 8, 1862. His father, Alexander Fulton, of Scotch descent, and his mother, Barbara (Gibson) Fulton, of English lineage, are both living in England, and three brothers and three sisters complete the family.

Educated in the Haversham grammar school and later at Cambridge University, from which he graduated in 1883, Mr. Fulton, on leaving school, was articled to a solicitor and after a thorough course of legal studies was admitted as a solicitor in London in 1887. In August of the same year crossing the Atlantic to the new world, he located at Hamilton, Ontario, and for two years was with the law firm of T. C. Haslett. He came to British Columbia in August, 1889, and in the following October took up active practice at Kamloops, which has been the center of his successful efforts to the present time.

He was official administrator and judge of the court of revision for the Yale district from 1891 to 1900, and in the latter year successfully contested the North riding of Yale district and was returned by a good majority as member of the provincial parliament, in which his chief public services have since been rendered in a most public-spirited and effective manner. He was appointed a queen's councillor in 1901, re-elected in October, 1903, appointed president of the council without portfolio in October, 1903, and provincial secretary and minister of education in May, 1904, which latter position he still holds. Mr. Fulton is an attendant of the Church of England.

WILLIAM J. BOWSER, LL. B., K. C., M. P. P.

William John Bowser, a prominent barrister of Vancouver, who has won prominence as a practitioner in the department of criminal law, is a native of New Brunswick, his birth having occurred in Rexton, in December, 1867. He is of English and Scotch lineage. His paternal grandfather, John Bowser, a native of England, emigrated to New Brunswick and was a judge there for many years. His son, William Bowser, father of William J. Bowser, was born in New Brunswick and became a merchant there. He married Miss Margaret Gordon, a lady of Scotch lineage. He was a member of the Church of England and she of the Presbyterian faith. His death occurred when he was in the seventieth year of his age, and his wife, still surviving him, is now in her sixty-eighth year. They were the parents of eight children, of whom four are living: Frank Bowser and William J. Bowser being residents of British Columbia. The former occupies a position in the custom house in Vancouver.

William J. Bowser, having acquired a knowledge of the elementary branches of learning, continued his education in Allison Academy and in Delhouse University, at Halifax. When he had completed a two years' course in the arts he entered the law department and was graduated with the degree of Bachelor of Laws in the class of 1890. He was then admitted to the bar of New Brunswick and has since devoted his energies to the practice of his chosen profession.

Mr. Bowser came to Vancouver in 1891, and was at once admitted to the bar of the province. Opening an office, he has since been at the head of his firm and has enjoyed a large general practice, taking especial interest in criminal law. He was crown prosecutor for three years, and has been retained on nearly all the murder cases that have been tried in the courts of Vancouver. He is very thorough and painstaking in the preparation of his cases, is logical in argument, forceful in his presentation of a cause and



H. J. Bowser

his oratory as well as his sound reasoning enables him to gain the verdict desired. In no profession does success and advancement depend more largely upon individual merit, and that he stands to-day as one of the leading representatives of the legal profession is due to his ability and thorough understanding of the principles of jurisprudence. In 1900 Mr. Bowser was gazetted a Queen's Counsel.

In 1896 Mr. Bowser was married to Miss Lorinda Doherty, a native of New Brunswick. He is a member of the Masonic fraternity, having joined that organization in 1895. He belongs to Mount Hermon Lodge and has always been an interested student of Masonry, its tenets and teachings, while in his life he has exemplified the beneficent spirit of the craft. He has passed all the chairs in the blue lodge and has held the highest office in the grand lodge of the province. His promotion was very rapid and well earned, and he is now most capably filling the high position of Grand Master of the Grand Lodge, being the youngest incumbent ever in the office. He is also a Royal Arch Mason.

Mr. Bowser has been an active participant in the politics of the province, and in 1896 was a Conservative candidate for the Dominion parliament. In 1898 he stood for the provincial parliament, but the whole ticket was defeated. He has taken a very active part in the campaign and has been an effective speaker in behalf of the principles which he advocates, his logical arguments and clear presentation of his cause never failing to make an impress upon the minds of his auditors. In 1903 he was elected to the local legislature from the city of Vancouver as a supporter of the Conservative government. In religious faith a Presbyterian, his interest centers along those lines which he believes contributes to the material upbuilding and the social, political and intellectual advancement of the people at large, and he is a broad-minded man, having intimate knowledge of the great questions of the day which affect the general interests of society.

ARCHIBALD BIRNIE MACKENZIE.

There are in every community men of enterprise, keen foresight and capability who are the leaders in public life and business activity and in Rossland Mr. Mackenzie occupies such a position. He is now engaged in the real estate and insurance business, also deals in coal and has mining interests. His attention is thus largely occupied and his business career is such as any man might be proud to possess for he never makes an engagement that he does not fill or incur an obligation that he has not met.

Mr. Mackenzie was born in Toronto, Ontario, April 24, 1866, his par-

ents being Campbell and Ellen (McNestry) Mackenzie, both of whom are deceased. He attended the Toronto Collegiate Institute and when his education was completed he entered the head office of the Great Northwestern Telegraph Company as an accountant, remaining there until March, 1890. The reports received in the east concerning British Columbia were so favorable that in March, 1890, he determined to ally his interests with those of the great northwest and came to the province, locating in New Westminster, where he turned his attention to the real estate and insurance business. There he remained until 1895, when he removed to Rossland and opened a real estate, brokerage, and insurance office there. He has secured a good clientage in all departments of the business and has negotiated many important realty and stock transfers. He is also interested in mining and the coal business, has made a number of individual investments in mining property and is now secretary for two mining companies and receiver for a third.

Mr. Mackenzie has made a close study of business conditions in the northwest, putting forth strenuous effort for development along industrial and commercial lines, and his labors have been of a beneficial character to the community as well as to himself. He has been a notary public since 1890, is secretary of the Rossland Board of Trade and also secretary of the Associated Boards of Trade of Eastern British Columbia, and while residing in New Westminster he served as secretary of the Royal Agricultural and Industrial Society of British Columbia.

Mr. Mackenzie is also interested in athletics and assisted in organizing the New Westminster Lacrosse Club, while in 1888 he went through the old country for the Toronto Lacrosse Club. The entire family are interested in athletics and outdoor sports, his elder brother being a famous lacrosse player. Mr. Mackenzie is likewise president of the Hockey Club. In his political views he is a Conservative without political aspirations. He served in the Queen's Own Rifles, of Toronto, as a private in the Riel rebellion of 1885. He prefers to devote his time and energies to his business affairs and to the enjoyment of outdoor sports, and in Rossland and this section of British Columbia he is a popular citizen, his deference for the opinion of others, genial manner and unfailing courtesy winning for him a host of warm friends.

EDWARD ALBERT CREASE.

Edward Albert Crease, for eight years a member of the British Columbia bar and a resident of the city of Nelson, that province, was born September 21, 1862, at Gosport, Hampshire, England. His parents were Charles

Blandford Crease, late of the 8th King's (now Liverpool) Regiment, and Theresa Marion (*Compigné*).

Beginning his education in Norris Academy at Elson, near Gosport, Mr. Crease later moved to Canada with his parents and entered the model school and later the collegiate institute at Barrie, Ontario. Matriculating as a law student, he was articled to H. H. Strathy, K. C., at Barrie, and was also an undergraduate of Trinity College, in Toronto. In 1888 he was admitted as a solicitor of the supreme court of judicature for Ontario and called to the bar of that province. Removing to British Columbia, he was admitted as a solicitor of the supreme court of this province and called to the British Columbia bar in 1897, since which time he has practiced at Nelson. In 1897 he was appointed police magistrate of Nelson, and in 1898 a stipendiary magistrate for the county of Kootenay, and holds both these offices at the present time.

Mr. Crease is an eighteenth degree Scottish Rite Mason, a companion of the Royal Arch Masons, a Knight Templar, and a past master of the blue lodge, A. F. & A. M., at Nelson, also a past president of the Nelson Sons of England lodge and a member of the Knights of Pythias order. He is chairman of the board of school trustees for the Hume Addition to Nelson, and a director of the Nelson Public Library. A member of the Church of England, he is a lay reader in the dioceses of New Westminster and Kootenay, and registrar and legal assessor for the diocese of Kootenay.

FREDERICK NORRIS.

Frederick Norris, during the past thirty years of active connection with business affairs, has acquired the reputation of being one of Victoria's most successful business men and the largest leather and trunk manufacturer in the province of British Columbia. He began his career by learning a trade and by his own persevering efforts advanced through the details to mastery and control of the workmanship of others, and in time built up a business which he can look upon with pride and which stands as an element of substantial worth to the industrial and commercial importance of Victoria.

Mr. Norris has lived in Victoria for forty years, and has known the city from its early days when it was his boyhood home. He was born in Toronto, Canada, November 15, 1852, and is of old English ancestry. His parents, William G. and Mary (Dean) Norris, were both born in England. The father came out to British Columbia with his eldest son, John T., in 1862. He embarked in the hotel business on Yates street in Victoria, and for a number of years ran the old Pioneer Hotel, a hostelry well known to the

older inhabitants. He later engaged in the hardware business and continued it on an extensive scale and with much success until his permanent retirement from active affairs. He is now living in the eighty-fifth year of his life. His life partner died in 1902, when eighty years old. They were the parents of nine children, and the four living are: John T., Frederick, Mary, now Mrs. L. G. McQuade, her husband's history appearing elsewhere in this work, and Louisa, the wife of C. I. Todd, one of Victoria's prominent business men.

Mr. Frederick Norris was educated in Victoria, and when a boy began learning the harness-maker's trade and carriage trimming. He has since continued his activity along this line, but with constant progress and increasing success. He is now the proprietor of a large leather manufactory and trunk factory, and makes leather both for sale and for his own articles of manufacture. His trunks and harness and other leather products have gained an enviable reputation in this province, and his wholesale and retail business totals up to large amounts every year, and has not yet reached its high-water mark.

He built and owns the three story structure in which his trunk factory is located, and is also owner of much other city property, besides his beautiful residence, which is a representative among the many charming homes for which the city of Victoria is noted. He owns farming lands in the province, and assisted in the organization of the Agricultural Society, in which he is a member of the executive board.

Mr. Norris' wife is Mrs. Mary Ann (Elley) Norris. She was born in England. Their union has been blessed with three children. Frederick John, the eldest, is foreman in his father's harness factory. This son married Miss Allie Alfred, and they have two children. The other son, H. I., is also connected with his father's business, and the daughter, Lottie Louise, is at home with her parents. Mr. Norris affiliates with the Independent Order of Odd Fellows, and he and the family adhere to the Church of England.

MAJOR F. W. BOULTBEE.

Major F. W. Boulton, the second in command of the Sixth Regiment of Duke Connaught's Own Rifles, and one of Vancouver's representative citizens, arrived here in 1887 as a member of an engineering staff of the Canadian Pacific Railroad, who continued to serve in that capacity for a year. He is a native of Ancaster, Ontario, born on the 23d of May, 1864, and is descended from an English family, tracing its ancestry back for many



F. W. Boulebee

generations in the mother country. His father, Washington Boulton, was born at Baxtely Hill in Warwickshire in 1806 and in 1837 crossed the Atlantic to Ancaster, which was then situated in the midst of a new and undeveloped country, the work of improvement and progress having scarcely been begun in that district. He was a civil engineer and in the line of his profession continued to contribute in important and beneficial measure to the progress and upbuilding of that section of the Dominion in which he made his home. He married Miss Eliza Bourne, a native of Kent, England, who was born in 1828. They remained residents of Canada, the father passing away in 1875, in his sixty-ninth year, while the mother still survives, and is now in her seventy-sixth year. She is a communicant of the Church of England, to which Mr. Boulton also belonged. He had improved a farm near Hamilton and there reared his family of ten children, of whom nine are still living, four being residents of Vancouver.

Major Boulton was educated in the city of Hamilton and when a youth of eighteen years he left home, going to Manitoba in 1882. He has since been dependent entirely upon his own resources, and whatever success he has achieved in life has come as the direct reward of his labor. There he was engaged in railroad surveying and he afterward entered the employ of the Canadian Pacific Railroad, being engaged in the construction of snow sheds for a year. Later he was connected with the Manitoba and Northwestern Railway Company for four years, and he came to Vancouver as a member of the engineering staff for the Canadian Pacific Railway Company. Subsequently he turned his attention to the task of making the surveys for the city water works and since that time he has been continuously connected with the water works system of Vancouver, acting for the past twelve years as secretary of the board.

Interested in military affairs, Major Boulton joined the Winnipeg Field Battery in 1885, and served with that command as a gunner for a number of years. In 1894 he joined the Fifth Regiment of Artillery as a lieutenant, and was with that command until it became the Sixth Regiment of Duke Connaught's Own Rifles. He is now acting as major, being second in command of the regiment. He has made a thorough study of drill and military tactics and takes much laudable pride in his regiment and its efficiency. It is composed of a representative body of men of the province and has won a most honorable name in military circles. Major Boulton is a member of the Church of England and is prominent socially as well as in connection with municipal and military interests in Vancouver.

JOHN MOUNT LANGLEY.

John Mount Langley, who for sixteen years was a member of the provincial police force of British Columbia, and since 1900 has served as the chief of police of the city of Victoria, was born in this city, on the 1st day of July, 1864. His father, James Langley, was a native of Litchfield, Staffordshire, England, and after arriving at years of maturity married Miss Annie Thain, a native of New Brunswick. In 1860 James Langley came to British Columbia, and here engaged in the real estate business, buying and selling property on his own account and also for others. Unto him and his wife were born three children, all natives of Victoria, namely: George, who is a druggist; John M., of this review; and Arthur, who is head bookkeeper for the Victoria Sealing Company.

John M. Langley pursued his education in the schools of Victoria and of San Francisco and remained in the latter city for some time. Returning to British Columbia he entered upon his business career here as a salesman in a drygoods store, and in 1883 he entered the public service in connection with the police department, being appointed deputy sheriff and sergeant of provincial police, in which capacity he remained until January, 1900. In 1900 he was promoted to chief of the city of Victoria. During his long service on the police force he has become intimately acquainted with the entire country of British Columbia, his duties calling him to all parts of the province. He has been very active in the arrest of criminals and the suppression of crime by bringing law breakers to justice, and while he is feared by the disobedient and criminal classes he has the entire respect and confidence of those who hold themselves amenable to law.

On the 22d of June, 1888, Mr. Langley was united in marriage to Miss Fannie Allott, a native daughter of Victoria and a daughter of Thomas Allott, who was of English ancestry and made his home in Victoria. Mr. and Mrs. Langley have a son whom they have named Stanley Pawson. They have a host of warm friends who hold them in high esteem and who greatly enjoy the generous and cordial hospitality of the Langley household. Mr. Langley is a charter member of the Native Sons of the Province.

DR. GEORGE JOSEPH CHIPPERFIELD.

Dr. George Joseph Chipperfield, of Revelstoke, is one of the prominent practitioners of the northwest. Combined with his native talent and natural qualifications for the arduous profession of medicine, are a most thorough preparation in the leading schools of this country and abroad and an exten-

sive practical experience during his actual professional career of some ten years, so that he is a representative of the highest proficiency in medical circles, and his career in Revelstoke promises to be one of great value and usefulness.

Dr. Chipperfield is a native of London, England, where he was born September 15, 1869. He attended school in the great world metropolis until he was twelve years old, and then, in 1882, his parents, William and Mary (Goodspeed) Chipperfield, emigrated to Manitoba, locating first at Brandon, and are now both living, respected and honored old people, in Winnipeg. After coming to this country the son attended Brandon Academy, and when school days were over he learned by practical experience the drug business and at an early age passed an examination as a licensed druggist. He was in the drug business for six years. In 1891 he entered the Manitoba Medical College at Winnipeg, where he was graduated with the class of 1895, and for the following two years was engaged in practice at Alexander, Manitoba. Being ambitious for further advancement and study, he went abroad and took a year of post-graduate work in London, Edinburgh and Glasgow. In these three famous centers of medical science he made a most creditable record in his studies, and at Edinburgh took the well known degrees of L. R. C. P. and L. R. C. S., and in Glasgow his work was rewarded with an L. F. P. & S. In 1898 he returned to Manitoba and for about five years was in active practice in Minnedosa, being in partnership with Dr. Roche, M. P. January 1, 1903, he located at Revelstoke, and has since advanced rapidly in the esteem of the people and in extent of practice. He is physician to Revelstoke Hospital. Fraternally he is affiliated with Prince of Wales Lodge No. 14, A. F. & A. M., at Minnedosa.

HARRY B. ABBOTT.

Harry B. Abbott, who, having arrived in Vancouver before the place was named, has continuously made his home in the city and has taken a helpful part in its growth and upbuilding, is a native of Quebec, his birth having occurred in the town of Abbotsford, on the 14th of June, 1829. His ancestors resided in England through many generations. His father, Rev. Joseph Abbott, was born in that country, and when he had reached adult age he married Miss Harriet Bradford, a native of Chatham, Quebec, and the daughter of Rev. Richard Bradford, who was one of the early clergymen of that part of the country. Rev. Abbott devoted his life to the work of the ministry and lived to be seventy-two years of age, while his wife died in

her sixty-eighth year. They were the parents of three daughters and four sons.

Harry B. Abbott, now the only survivor of the family, pursued his education in the country schools and in McGill University, at Montreal, where he pursued a course in civil engineering. His entire life has been devoted to that calling. In his professional capacity he did much work for the Grand Trunk Railroad Company and other lines of the east and later he entered the service of the Canadian Pacific Railroad Company, with which he became connected during its construction to Vancouver, having charge of the building of eastern portions of the line till 1886. He was general superintendent from Vancouver as far as Donald, and in March, 1886, let the contract for clearing the townsite, at which time the population of the embryo city did not exceed five hundred. In the eighteen years which have since come and gone there has been a steady and substantial growth until Vancouver now numbers forty thousand inhabitants, making it the metropolis of British Columbia. He has continued in the service of this road to the present time and in connection with railroad construction he has contributed in large measure to the upbuilding and development of this part of the country.

Mr. Abbott was married in 1868 to Miss Margaret Amelia Sicotte, a native of St. Hyacinth, Quebec, and they have had three children: John Lewis Graham Abbott, registrar of titles; Henry Hamilton Abbott, who is agent for the Canadian Pacific Railroad Company at Victoria; and Beatrice Amelia, now the wife of Osborne Plunkett, a solicitor in Vancouver.

On one occasion Mr. Abbott was the candidate for the local parliament, but being taken seriously ill was unable to attend to the canvass and was defeated by eleven votes. In politics he has always been a Conservative. He and his wife have a nice home at 720 Georgia street and have many friends in the city. Abbott street in Vancouver was named in his honor. He has taken a deep interest in the almost phenomenal growth of Vancouver, has been the champion of many measures for general progress and as a man and citizen his position in the public regard is most enviable.

SAMUEL NORTH.

Samuel North, chief of police of Vancouver, has been a resident of the city since 1886. He arrived here just after the great fire which destroyed the town, finding but a small village surrounded by a dense forest. To-day there is a population of three hundred and fifty thousand inhabitants, to whom Samuel North in his official capacity affords police protection, using every effort in his power to maintain law and order and rendering to the



Samuel North

city service that has made his name a synonym for safety to the law-abiding citizens and a source of terror to those who do not hold themselves amenable to the rules which govern the individual in his relation to the rules of life, privilege and property.

Mr. North is a native of Waltenham, Norfolk county, Ontario, born on the 24th of December, 1861, and is of Irish lineage, although his more remote ancestors were natives of England. At an early day they removed from the "Merrie Isle" to the green isle of Erin.

John North, father of Samuel North, was born in the city of Cork, Ireland, and prior to his marriage emigrated to Canada, where he formed the acquaintance of Miss Elizabeth Hutchison, a native of Canada. Her father was born in Ireland and the line of descent is traced back to Scotch ancestry. On the maternal side he was descended from the Allens of Scotland. The acquaintance of John North and Elizabeth Hutchison developed into friendship and later into love that was consummated in marriage. In order to provide for his family Mr. North worked in the lumber woods of Lake county, Michigan, where he was killed by the falling of a tree, his death occurring when he was comparatively a young man. His remains were then sent back to Canada for interment. His wife survives him and is now in the sixtieth year of her age. They were the parents of three daughters and two sons, only two of whom are in Vancouver, Jane, now the wife of J. W. Little, and Samuel North of this review.

When a young lad Samuel North lost his father and he went to live with an uncle, John Hutchison, by whom he was reared. He acquired his education in the public schools and in his extreme youth began earning his own livelihood, facing the varied and difficult problems which confront each individual as he starts out to cope with the world and wrest fortune from the hands of fate. In 1877, when but sixteen years of age, he went to the lumber district in Bay City, Michigan, where he worked for three years. He was afterwards employed in farming in Manitoba and also in the Northwest Territory, where he spent eight years, during a part of which time he was in the transport service during the Northwest rebellion.

In the fall of 1886 he arrived in Granville, British Columbia, now the city of Vancouver. The building of the town was then proceeding with great rapidity, and there was a constant demand for laborers of all kinds. Mr. North secured work as a day laborer and was thus continued until 1890, when he accepted the position of patrolman on the police force of Vancouver. He afterward served for two years as a jailer and in 1897 was promoted to sergeant, while on the 15th of July, 1901, he was appointed chief of the

police department, which position he has since followed with due regard to the obligations and duties that devolve upon him. During the past four years he has been intimately and continuously connected with the duties of the police department of Vancouver, and his long continuance, combined with his natural keen perception, quickness of action and firmness of disposition, tempered with a kindly, charitable spirit and marked executive ability, have combined to make him one of the most capable officials that Vancouver has known. His public service receives hearty endorsement from the large majority of Vancouver citizens, and has gained him high encomiums. He has made a study of the needs of the department and during his service as chief Vancouver's model police station has been built, largely according to the plans instituted by Mr. North. It is a brick structure, three stories and basement, and is located at No. 236 Cordover avenue. The building and equipment cost about forty thousand dollars, and the ground is now valued at about forty thousand dollars. There are now about twenty-seven steel cells, twelve cells for intoxicated people, one of them padded for the insane temporarily confined here. There is one dock cell for those brought to the jail on the charge of misbehavior, and there is a female department and yard entirely separated from the main section of the prison. There is also a nice police courtroom and all the offices and conveniences of every description, and the building is a credit to the city of Vancouver. The department is now manned with seventy-nine men, including the chief, two sergeants, four detectives, three desk clerks, one police court clerk, three jailers and seventeen patrolmen, and the entire force is under Chief North and is thoroughly modern and efficient, and law and order are very severely maintained in the city; in fact, the criminal classes here have little opportunity and the property and lives of the citizens are very thoroughly protected, the behavior of Vancouver police department being highly commended.

In 1894 Mr. North was married to Miss Joanna^a Stewart, a native of Canada and of Scotch lineage. Their home has been blessed with six children, all born in Vancouver, namely: John Wilson, Samuel Stewart, Caroline Margaret, Ann Elizabeth, Aleck Neil and William Roy. Mr. North and his family are Presbyterians in religious faith. They have a nice home in Vancouver and many warm friends here. Mr. North is a valued member of the Independent Order of Odd Fellows, but his time is completely engrossed with the duties of his office, and therefore he has given little time to social matters. He yet has the esteem and friendship of a large majority of Vancouver's citizens.

FRANK BERNARD LEWIS.

Frank Bernard Lewis has been closely identified with the business and civic affairs of Revelstoke and vicinity for several years, and is a man of recognized business ability and integrity, and has been found a willing and efficient coadjutor in all enterprises looking to the welfare and growth of Revelstoke.

Mr. Lewis is a native of Oswestry, Shropshire, England, where he was born October 5, 1876, and his parents, Thomas and Mary (Davis) Lewis, are both living in Revelstoke. After receiving his education he entered commercial pursuits, and has been connected with affairs of a commercial nature for many years. The family home was established in Revelstoke in 1890, and up to 1900 he was in the general merchandise business. In the latter year he entered insurance, real estate and mining business as agent and broker, and is at the present writing also largely interested in mining on his own account. His business connections place him among the leading men of affairs in the city, and he is a stockholder in many of the business enterprises of the city and district. He is one of the youngest men actively engaged in private business affairs in Revelstoke, and the executive ability and capacity for large responsibilities already displayed are an earnest of a broad and eminently useful career in the world of business and public affairs. He is a member of the Revelstoke board of trade, and is a city alderman, being a member of the fire, water and light committee of the city council. In politics he is a Liberal, actively interested in that victorious and progressive party, and is secretary of the local Liberal Association.

In 1900 Mr. Lewis was married to Miss Bertha Powell, a daughter of Frederick Powell, of Liverpool, England. Their two children are Francis Ernest and George Winyard. The family are Church of England people.

CLARENCE BURPEE HUME.

Clarence Burpee Hume is a man of progress, of great energy and enterprise, and, although young in years, has accomplished much during his brief career. He is recognized as one of the foremost business men of Revelstoke, where he has been prosperously engaged in merchandising during almost the entire history of the town and where he is now at the head of one of the most complete and up-to-date mercantile establishments to be found in interior British Columbia.

Mr. Hume was born in Florenceville, New Brunswick, October 18,

1867. His father, R. W. Hume, for many years a merchant, is still living in Florenceville. The son spent most of his youth in St. John, New Brunswick, where he attended first the public schools and then a business college, after which he entered the employ of W. H. Thorne & Company, hardware merchants of St. John, with whom he remained three years. He then came to British Columbia to work for his cousin, J. Fred Hume, in Revelstoke, and continued as an employe three years more. He was then ready to enter business on his own account, and in 1892, with C. F. Lindmark as partner, he established the general merchandise business which has since been so steadily successful. The concern grew rapidly, and in 1902 a new store building was erected and a joint stock company organized. The building, all of which is devoted to the business, is a two-story brick, fifty by one hundred feet, and was constructed at a cost of twenty-five thousand dollars. As has been stated, this is one of the finest and most modern mercantile houses in the province, and would be a credit to any city. Mr. Hume is secretary of the Revelstoke Lumber Company, president of the Lawrence Hardware Company, Revelstoke, has large mining interests, has stock in the McCullough Creek Mining Company, and is a generally prosperous and influential business man. Mr. Hume is a Conservative in politics, and his religious faith is that of the Methodist church.

FRANCIS BEDDORS WELLS.

Mr. Wells is a native of London, England, and in 1883 he came out to Winnipeg and began work in the construction of the Canadian Pacific Railway at Swift Currents and at Calgary. Following that he took up government land in the Northwest Territory, and in 1886 came to Revelstoke, since which date his interests have chiefly centered at this place. For a short time he did work for the Canadian Pacific, but then went into the mercantile business by purchasing the general merchandise establishment of T. A. W. Gordon. James A. Gilker, now of Nelson, British Columbia, was his partner for a time, but later sold out to Mr. Wells, and the latter has since conducted this well known enterprise alone and with a high and worthily gained success. He is manager of Trout Lake City townsite, and is president of the Keystone Mines, Limited, and of the Camp Creek Hydraulic Company.

GEORGE W. URQUHART.

George W. Urquhart, who for ten years has been a resident of Rossland and since 1886 has made his home in British Columbia, arrived in the province when a young man of twenty-one years. He has therefore throughout the



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entire period of his manhood lived in this portion of the country and his advancement has here been won through capability, close application and honorable effort. He was born in Indian Land, Ontario, in January, 1865, his parents being Alexander and Catherine (McNaughton) Urquhart. His father is deceased, while his mother still makes her home in Ontario.

George W. Urquhart was a public-school student in Athol, Ontario, and entered business life as a salesman in a general mercantile store at Dunvegan, where he remained for fifteen months. In 1886 he came to Vancouver, having but recently attained his majority. Thinking that the west afforded a more advantageous field of labor for a young business man he came to the coast country and worked in a meat market in connection with Patrick Gannon in Vancouver. He was afterward with the firm of Hayes & Mackintosh, being thus connected for six and a half years. Later he was engaged in the express business in Vancouver for a short time and subsequently he renewed his efforts as a dealer in meats. In the fall of 1895 he came to Rossland, where he prospected for two years, and he then entered the employ of P. Burns & Company as assistant bookkeeper. His capability won him recognition there in a desirable promotion and in 1901 he was made manager of the business, in which capacity he has since served, capably and successfully controlling its affairs.

Mr. Urquhart belongs to Pacific lodge, No. 26, I. O. O. F., of Vancouver. He is a Liberal in his political views and is a member of the Presbyterian church. During his residence in Rossland he has gained many friends who esteem him highly for his many excellent traits of character and he is popular in the city.

ROBERT J. SKINNER.

On the roster of officials in Vancouver whose capable service have won them high encômiums is found the name of Robert J. Skinner, provincial timber inspector and mining recorder for the province of British Columbia. He is one of the honored pioneers of the province, having made his home in this part of the country since the 16th of January, 1853. He was born in Essex, England, on the 24th of March, 1844, and comes of English and more remotely of Dutch ancestry. His father, Thomas James Skinner, was born in England and the record of the family in that country can be traced back for more than four hundred years, but prior to that time the ancestors lived in Holland. Thomas James Skinner married Miss Mary Lowdham Goodell, a native of Buckinghamshire, England, and they secured passage on the vessel, Norman Morrison, which weighed anchor at an English port on

the 15th of August, 1852, and sailed around Cape Horn, reaching what is now Victoria upon the 16th of January, 1853. Mr. Skinner was for five years in the employ of the Puget Sound Agricultural Company, after which he settled upon a farm on Vancouver island and improved his land, spending his remaining days upon that place. He took a very active part in the early affairs of the county, aiding in molding its public policy and shaping its destiny. He served as a member of the colonial legislature and also held a magistrate's commission. A man of strong mentality and public-spirited interest, he was well fitted for leadership in thought and action, and his efforts proved of marked value in the line of material, political, intellectual and moral development. Both he and his wife were members of the Church of England. The former lived to the advanced age of eighty years and his wife was also about the same age at the time of her demise. They enjoyed the respect of all who knew them and had the warm friendship of many of the pioneer residents of this province. They brought with them from England five children, and three were born to them after their arrival in British Columbia. With the exception of the oldest son, all are now living, these being Ernest M., who resides on the old homestead in the Cowichan district; Annie L., who is now the wife of John Bremner, who occupies a position in the navy and is in New England; Mary, who resides at the old home with her brother; Constance, the widow of Hon. A. B. E. Davis, who was attorney general and premier of the province; Ada, the wife of John Stevenson, sheriff of Cariboo county; and Emily, at home.

Robert J. Skinner was educated in the Hudson Bay school in Victoria, being a youth of about eight years when he accompanied his parents on their emigration to the new world. He also received private instruction and at fourteen years of age entered upon his business career, becoming a general utility boy in a wholesale commission store in Victoria. His adaptability, energy and faithfulness were demonstrated in the fact that he continued with that company for nine years. He then joined the Hudson's Bay Company and went into the interior, visiting the Kamloop, Kootenay and Cariboo districts, buying furs and selling goods for that company for twenty years, during which time he had charge of several of the trading posts. He conducted an extensive and profitable business for the company, and while visiting these places in the interests of the business he became widely known, winning the respect and confidence of all with whom he was associated. This led to his election to the legislature as a member of the last house of the assembly in the colony, and while serving in that capacity he voted for confederation. He continued with the Hudson's Bay Company until given his

present office on the 15th of April, 1888, since which time he has served as provincial timber inspector and mining recorder for the province of British Columbia. Upon receiving the appointment he took up his residence in the new city of Vancouver, and he is now serving in his sixteenth year in that capacity. He is very thoroughly acquainted with nearly every portion of the province, and it is safe to say that there is no pioneer of the county more widely or favorably known than he.

On the 1st of February, 1877, Robert J. Skinner was united in marriage to Miss Annie Lindsay, a native of Scotland, and they now have one daughter, Miss Constance Lindsay Skinner, who was born in Cariboo. She has been provided with excellent educational privileges, and is now engaged in newspaper and literary work. The family home is a delightful residence and the members of the household belong to the Church of England. Mr. Skinner has advanced in business and political circles by reason of his inherent force of character, his marked fidelity and capability, and is known as an honored man in all life's relations.

P. I. PALMER.

P. I. Palmer, manager of the Vancouver Sash & Door Company, limited, and thus closely identified with one of the leading productive industries of Vancouver, has gradually advanced from comparatively humble financial surroundings to his present responsible position in connection with trade circles of British Columbia. He was born in Buckingham, Quebec, on the 2d of August, 1876. His father, Mathew H. Palmer, was a native of England, and in his boyhood emigrated to Canada, where he was married to Miss Rosina Cosgrove. For some years he was engaged in lumbering and subsequently turned his attention to the harness and saddlery business. He filled the office of secretary and treasurer of Buckingham, Province of Quebec, and remained an active and valued representative of business interests in that place through a long period. He died in the seventy-third year of his age and his wife, still surviving him, is now in her sixty-second year.

P. I. Palmer was educated in Ottawa, Ontario, and entered upon his business career in the lumber woods, but in 1896, attracted by the business opportunities, which according to report were offered on the Pacific coast, he came to Vancouver when in his twentieth year. His brother, A. E. Palmer, had an interest in the Vancouver Sash & Door factory, limited, and it was through his influence that P. I. Palmer was induced to make this city his home and the field of his business operations. He was first

employed by the company as an accountant and in 1901 was promoted to his present position, having for the past three years conducted the business with satisfactory success as manager of the Vancouver Sash & Door factory. The property was purchased by the present company in 1892. This is a private stock company, the officers being J. B. MacLaren, president; J. T. De Pencier, secretary and treasurer; and P. I. Palmer, manager. The company manufactures sash, doors, moldings, trimmings and all kinds of house furnishing materials and has a thoroughly equipped factory supplied with the latest improved machinery. There is a large demand for the manufactured product all over the northwest in addition to a profitable city trade, and the annual business amounts to one hundred and twenty thousand dollars, while employment is furnished to from fifty to sixty-five men. The business methods of the company are liberal and honorable and its success has long been assured, while under the capable direction of Mr. Palmer of this review the enterprise is being profitably conducted and has become one of the leading productive industries of Vancouver.

Mr. Palmer was married in 1901 to Miss Lilian E. Morency, a native of Canada, and they have two children: Bernice Evelyn Rose and Albert Edward, both born in Vancouver, where they have a pleasant residence. They are faithful adherents of the Roman Catholic church. Mr. Palmer has never had occasion to regret his determination to ally his interests with those of the far west in early manhood, for in its business conditions he has found opportunity for his expanding powers and has made for himself an honorable name in commercial circles.

THE ALBION IRON WORKS COMPANY, LIMITED.

The Albion Iron Works Company, limited, of Vancouver, is one of the large manufacturing enterprises of British Columbia, the company being engaged in the manufacture of marine engines and boilers, logging engines, logging machinery, sawmill machinery and, in fact, everything which usually constitutes the output of large iron works. In 1902 the property was purchased by The Albion Iron Works Company, Limited, of Victoria, the president being Mr. John Bryden.

W. H. R. Collister, who is the manager of this large manufacturing enterprise in Vancouver, has throughout his business career been a practical mechanical engineer, with constantly developing ability and powers. He is a native of Liverpool, England, and a son of R. Collister, who came to British Columbia in 1875. He has been a prominent shipbuilder, is now Dominion government inspector of hulls and also surveyor for Lloyds.

W. H. R. Collister learned the shipbuilding trade with his father and with other prominent shipbuilders. He was educated in Liverpool and came to British Columbia with his family in 1875, settling in Victoria. He engaged in ship-building there and was for several years connected with the Albion Iron Works Company, Limited, of Victoria and Vancouver, resigning that position in order to take charge of the plant of the Albion Iron Works Company, Limited, in Vancouver. His intimate and thorough knowledge of the business has made him particularly well qualified for the control of this extensive industry and he has the full confidence of the business community as well as of the company which he represents.

Mr. Collister was married in 1887 to Miss E. C. Lewis, a daughter of ex-Mayor Lewis, of Victoria. Their union has been blessed with a son and daughter, William K. and Ethel A. They have a nice residence in Victoria and have the high esteem of a wide circle of friends. Mr. Collister devotes his undivided attention to the management of the manufacturing plant and yet is deeply interested in public affairs concerning the welfare and progress of his adopted city.

JAMES PATERSON.

James Paterson, managing director of the Paterson Shoe Company, Limited, at Victoria, is a well known business man in this city, and as a principal member of one of the largest shoe firms of the northwest he has made his influence widely felt in commercial circles. He is progressive, capable and public-spirited, a comparatively young man hardly past forty-five, and his energy and enterprise are valuable factors in the general welfare of Victoria. The Paterson Shoe Company, Limited, are wholesale and retail dealers, and conduct five stores in this province, three at Victoria, one in Vancouver and one in Nanaimo. Mr. Paterson founded this shoe business in Victoria in 1888, and ten years later the business was incorporated under the present name. The company are also special agents of the Granby Rubber Company. They have a large warehouse on Langley street, Victoria, and their extensive trade extends throughout this province.

Mr. Paterson was born in the city of Toronto, Canada, June 19, 1858, being of Scotch ancestry. His father, John Paterson, was a shoe manufacturer in Toronto, but is now retired from active affairs and residing in Alberta, being seventy years old. His wife and the mother of Mr. James Paterson was Miss Elizabeth Walker. They are Presbyterians, and highly respected people.

Mr. Paterson's early education was received in Aberdeen, Scotland,

and he learned the shoe business with his father. He was in the employ of the Hudson's Bay Company at Winnipeg for a time, and in 1887 came to Victoria and in the following year established his present business, which has been developed under his firm control and executive management into the foremost shoe business of Victoria.

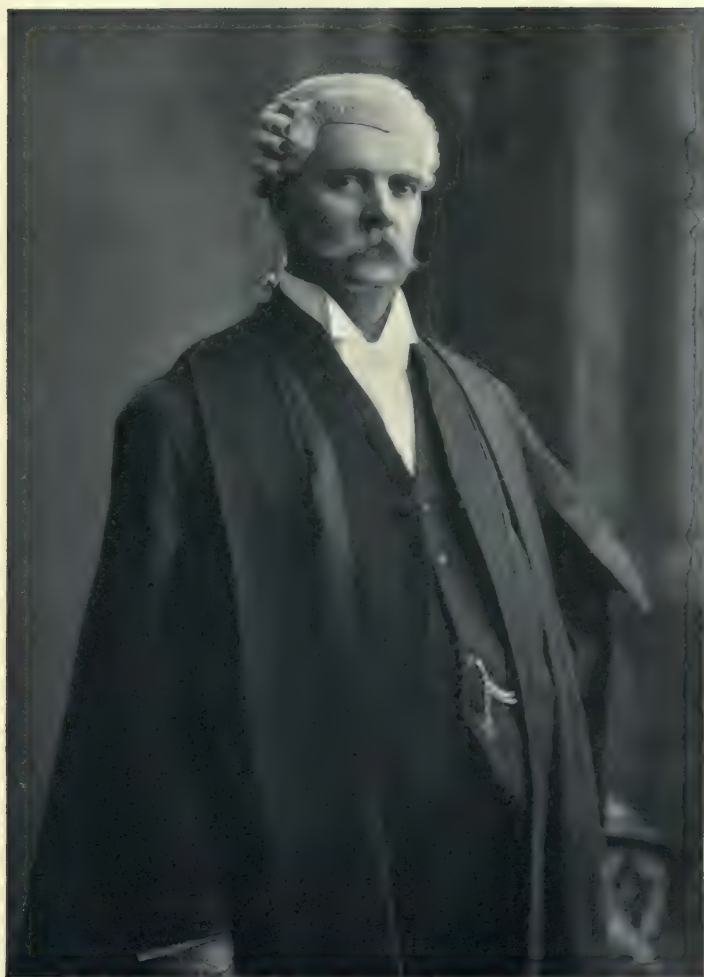
In 1886 Mr. Paterson was married to Miss Jennie McIntyre, of Strathroy, Ontario. Their only child, Gilzean, was born in Victoria. Mr. and Mrs. Paterson are valued members of St. Andrew's Presbyterian church, in which he is one of the managing board. He is also a member of the board of trade of the city, and during the period of his residence here he has never lacked the civic spirit which means so much for the progress of a city.

ADOLPHUS WILLIAMS.

Adolphus Williams, a lawyer of Vancouver, ex-member of the provincial parliament and now police magistrate of his city, was born in Aylmer, Ontario. His father, Dr. Adolphus Williams, was a native of London, England, whence he crossed the Atlantic to Canada. He married Miss Jane Burdick, a daughter of C. Burdick, a New England loyalist, who at the time of the American Revolution never swerved in his allegiance to the king, and because of his fidelity he received property in New Brunswick. Dr. Williams practiced his profession in Aylmer during his remaining days and was a helpful citizen in matters of public progress and improvement, taking an active interest in all that pertained to the general good. He belonged to the Church of England and was a man of the highest respectability, enjoying in unusual degree the friendship and confidence of those with whom he was associated. Unto him and his wife were born six children, five of whom are living.

Adolphus Williams, the only representative of the family in British Columbia, was educated in St. Thomas, Canada, and in the University of Toronto. Determining to devote his attention to the practice of law, he studied in the latter institution and afterward practiced in Toronto until 1889, when he came to Vancouver. He was alone there for a year, after which he entered into his present partnership as a member of the firm of McPhillips & Williams. This relation has since been maintained and the firm has a large law practice of an important character, being connected with much of the leading litigation here in the courts of this locality.

Mr. Williams in politics has always been a Conservative, and as such was elected to the provincial parliament, becoming a member of the first session that held its meeting in the new parliament building. He was a



Williams

member for five years, was active in connection with constructive legislation and did all in his power to advance the welfare of the people through the enactment of wise and beneficial laws. After his retirement from parliament he re-entered upon the practice of law, and in December, 1903, he was appointed police magistrate, which position he has since filled.

In 1890 Mr. Williams was married to Miss Katherine Wylie Raeburn, a native of Edinburgh, Scotland. They are members of the Episcopal church, in which he has filled the offices, acting as church warden for a number of years. They are deeply interested in the various church activities and Mr. Williams has been prominent not only in professional circles, but also in promoting the intellectual, moral and political advancement of his adopted city.

JOHN J. SEHL.

John J. Sehl is one of Victoria's prominent business men and a native son of the city, having been born on March 15, 1864, when this flourishing city was little more than a village. He is now actively associated with the management of the extensive business which was built up by his father's energies and broad capacity for mercantile affairs. His father, recently deceased, during a career extending from the pioneer history of Victoria, made his name a synonym for success, integrity and conscientious devotion to every undertaking, and his life has much of inspiration and permanent impress for good to the succeeding generations of Victoria's citizenship.

Born in Germany in 1832 and emigrating from the fatherland to New York when twelve years of age, Mr. Jacob Sehl, the father, finished his education and learned thoroughly the cabinet-maker's trade in the latter city, but being full of enterprise and the spirit of adventure, he joined the hosts of forty-niners and took passage by way of the Panama route for the golden west. Arrived in San Francisco, he went directly to the gold diggings and tried for success in this exciting and strenuous occupation, but working in the water gave him rheumatism, and he then abandoned gold prospecting and mining and returned to San Francisco to take up his trade. A few years later the discoveries on Fraser river in British Columbia again allured him to the attractions of placer mining, and in pursuit of this second golden phantom it chanced that he made his arrival in Victoria in the year 1859, when almost primeval conditions were on every hand. From Victoria he went to Sooke, but again he was not long in concluding that gold mining was not his forte, and he then turned his attention to the manufacture of shingles at Sooke. He also did carpenter work. He had the honor of erecting the first house in Victoria to be covered with weather-boarding,

all previous houses having been of logs. Somewhat later Mr. Sehl entered into a partnership by which a furniture business was to be instituted in Victoria, but the partner, being intrusted with the joint money for the purpose of laying in stock at San Francisco, went off and was never again heard of. This left Mr. Sehl in straits for a time, but his known honesty and integrity proved to be capital for all the backing he needed. He went to San Francisco and secured a stock of goods on time from a dealer who had entire faith in him and who told him he might have all the goods he wanted. The furniture business, once established in Victoria, met with well deserved success from the start, and the industry and honorable methods of its proprietor soon gave the enterprise an impetus toward becoming one of the foremost mercantile firms of the city. In time he acquired property on Government street on which he erected a large brick block forty-eight by one hundred and thirty-three feet, with three stories and a basement, this structure being used to accommodate his retail trade, and he also put up a three-story brick furniture factory. The entire business block is filled throughout with stocks of furniture, crockery, glassware and house-furnishing goods, and is the best known emporium of the kind in Victoria, if not in the entire province. He devoted all his energies to this enterprise, and private business and the welfare of the city were the principal objects of his attention until his death. He organized the Sehl Hastie Furniture Company, but later became sole proprietor of the business.

The death of this pioneer and representative business man of Victoria occurred on June 18, 1904. He was a member of the Odd Fellows and also of the city volunteer fire department. His wife was Elizabeth (Van Allman) Sehl, a native of Iowa, and four of their nine children are still living, as follows: Elizabeth Sherwood, a resident of New York city; Dorothy Louisa, the wife of Julius Elizalda; and John J. and William, the two brothers being only about a year apart in age. Both brothers are actively engaged in the business founded by their father, they having been educated in this city and brought up in the furniture establishment and honorably and successfully filling the place left vacant by their father. Mr. John L. Sehl is now manager for the other heirs. He was married in 1892 to Miss Celia Tiber, a native of North Dakota. He is affiliated with the Knights of the Maccabees and the Order of Pendox, being a trustee in the latter.

RICHARD MAYNARD.

Richard Maynard is one of the foremost of Victoria pioneer citizens, widely known for his connection with business interests, for his prominent identification with the public welfare and municipal progress and for his large-hearted and public-spirited citizenship. He came to Victoria forty-five years ago, and has ever since been active in his own department of work and a representative of the best interests of business and society.

Mr. Maynard was born in Stratton, Cornwall, England, February 22, 1832. He belongs to good old English stock, and his parents were Thomas and Mary (Squires) Maynard, both natives of England. Both parents were active workers in the Church of England, and his father for many years was a member of the church choir.

When Mr. Maynard was two years old the family moved from Stratton to Bude, and in that place he was reared and received his early education. For his serious business in life he was apprenticed to learn the shoemaker's trade and the leather business in general. But his strongest inclination when a boy was for the life of a seaman, and he consequently went to sea in the ship *Stickly*, under Captain Greenway, and for a year was engaged principally in the coasting trade between England and Wales. He then returned to Bude, and for some years following he worked at his trade during the winter and followed the sea in the summer.

In 1852, when in his twentieth year, he was happily married to Miss Hannah Hatherly, who was born in England. Soon after their marriage they came out to Canada, and settled at Bowmanville, Ontario, where he engaged in work at his trade. The year 1859 was the date of his coming to Victoria, being attracted thither by the gold excitement, and he did some mining on the Fraser river. He also spent a year of prospecting and mining with moderate success at Stickeen, after which he decided upon returning to Victoria and establishing himself in his regular business. In pursuance of this plan he returned to Bowmanville for his wife, and they came out to Victoria together. Mrs. Maynard had during the interim learned the photographer's art, and when they located in Victoria she engaged in that occupation while he started in a small way a shoemaking business, and success came to both enterprises. Mr. Maynard also learned photography, and the two, husband and wife, have been in that business in Victoria longer than any other firm. They have also bought and sold all kinds of photographic materials. Later Mr. Maynard retired from the shoe business. One of his sons now conducts a first-class store in Victoria, and another son

gives his active attention to the photographic supplies store. As a business man Mr. Maynard has enjoyed a reputation for integrity and genial treatment of all his associates of which he may well be proud. It is a pleasure for him to recall the fact that he was able to retain one employe in his shoe business as long as he remained in that trade, and he and his wife have a man with them in the art gallery who has been continuously in their employ for twenty-eight years.

Mr. Maynard's photographic work has been of the highest order of excellence, and all the photography bearing the Maynard imprint represents the best in that art. He has done a great deal of work along this line for the government. He was in the Behring sea and took the photographs of the seals which were sent to Paris to be used for evidence in the famous arbitration case concerning the seal fisheries. He has also taken a number of pictures of Indian villages. On one occasion while photographing in an Indian village, a native inhabitant, frenzied by fire-water, knocked him down with a club, broke his camera, and would undoubtedly have killed him on the spot had not a constable opportunely reached him and effected his rescue. During his long career Mr. Maynard has passed through many experiences of a dangerous and trying nature, and his life story is far removed from monotony and routine chronology. When on his first voyage to Victoria, on June 20, 1859, when the ship *Forward* was nearing her landing her magazine blew up and discharged through the skylight half the kitchen furniture and dishes high into the air. The third officer of the ship was killed by the explosion, and the captain's sons and the captain's servant also lost their lives. At the time Mr. Maynard was standing by a table in a room adjoining the place where the cataclysm occurred, and the door was blown from its hinges and precipitated with great force against the table, and had Mr. Maynard been standing on the other side of the table he would undoubtedly have been cut in two, but as it was he escaped with only a few scratches.

The following children have been born to Mr. and Mrs. Maynard: George H. is one of the sons engaged in the shoe business in Victoria; Zela is the wife of W. H. Smith; Albert H. manages the photographic supply store which was founded by his father; Emma, the deceased wife of J. F. McDonald, left a small family of children; Lillie is also deceased; Albert H. married Miss Adelaide Graham, the daughter of James Graham, and they have a son and two daughters, who are nearly through with their educations.

Fraternally Mr. Albert H. Maynard is a member of the Foresters and

the Woodmen, and served as banker in the latter order for a number of years. He is also a member of the Natural History Society, and has always given a more than passing interest to the study of the wonders and beauties of the nature around him. For eighteen years he was treasurer of the Vancouver Building Society. When the Victoria free museum was founded he was the curator's helper and hunted with him in order to obtain specimens of animals, and in order to be of greater service in this work he learned the art of taxidermy. Mr. Richard Maynard and his wife erected a good brick building in which are located their photographic stock and their art gallery, and they also own several residences in the city. This venerable pioneer couple have wrought well in their life work, and they have much ground for satisfaction with their past efforts and are free to spend the declining years of their life as they choose, whether in quiet pleasure or in continued usefulness to themselves and the world.

WILLIAM MACRAE LAWRENCE.

William Macrae Lawrence, managing director of the Lawrence Hardware Company, Limited, of Revelstoke, has been a resident of this thriving little city of interior British Columbia since 1897, and has brought to his private affairs and the community life such a degree of energy and executive ability combined with high public spirit that he has been a most effective factor in promoting the varied departments of activity of this community and has become recognized as one of the most valuable assets in the citizenship of Revelstoke.

Mr. Lawrence has had a varied career and diversified experiences during his lifetime. He was born in Cape Town, South Africa, August 22, 1861. His father, Rev. James Lawrence, did all the photographic work for the Livingstone expedition on its return from the famous explorations in the heart of Africa. The mother is Margaret (Lyle) Lawrence, and both parents are now living in Winnipeg, Canada.

The first five years of Mr. Lawrence's life were spent in Cape Town, and he was then taken to Edinburgh, Scotland, where he attended the Newington school, and at Glasgow was a pupil in the old normal school. After spending a few years in travel he located in Winnipeg, Canada, where he established a hardware business and conducted it successfully for several years. In 1897 he came to Revelstoke, and has since been closely identified with the business affairs and general progress of this place. In 1904 he organized the Lawrence Hardware Company, Limited, and has since been its managing director. For the business of this flourishing firm a new brick

building has been erected, fifty by one hundred feet, two stories high, and at a cost of twenty-two thousand dollars, a structure which in itself is a credit to the town and its owners, and the business carried on beneath its roof is in the first line of importance in this part of the province.

Mr. Lawrence was married in 1889 to Miss Carrie Grant, a daughter of William Grant, of Emerson, Manitoba. Three children have blessed their home, named Robert Grant, James Lyle and Eileen. Mr. Lawrence is a member of Kootenay Lodge No. 15, A. F. & A. M., and in religion is a Presbyterian.

WILLIAM D. BRYDONE JACK, M. D.

Dr. William D. Brydone Jack, a successful representative of the medical profession in Vancouver and a member of the board of aldermen, has been a resident of this city since 1890. Born in Fredericktown, New Brunswick, on the 13th of June, 1860, he is of Scotch ancestry, his father, William Brydone Jack, having been a native of St. Andrews, Scotland, where he was reared and educated. Emigrating to New Brunswick, he was there identified with the educational development of the province for many years, becoming professor of mathematics and afterward president in the University of New Brunswick. He married Miss Caroline Disbrow, whose ancestors were among the United Empire Loyalists of English lineage, who, leaving the United States at the time of the American Revolution because of their loyalty to the king, removed to New Brunswick. Professor Brydone Jack died in the sixty-fifth year of his age, but his widow still survives and occupies the old home at Fredericktown, New Brunswick, in her seventy-fifth year. They were adherents of the Presbyterian church and of the Church of England, respectively.

Dr. Brydone Jack, supplementing his early education by collegiate training, won the Bachelor of Arts degree in the University of New Brunswick, and prepared for the practice of medicine in the Gill Medical College, Edinburgh, Scotland, where he won the Doctor of Medicine degree. He then located for practice in Staffordshire, Cheshire, England, and while there learned of British Columbia and the possibilities for future greatness for the young city of Vancouver. His brother, A. C. Brydone Jack, had already come to the province, and gave glowing accounts of the prospects for the city and its rapid and substantial development. Dr. Brydone Jack therefore accordingly decided to make Vancouver his permanent home and the field of his professional labor, and, opening an office here in 1890, he has since given undivided attention to his practice, which he carries on along general lines.



W. D. Brydine Jack

but also makes a specialty of obstetrics and the diseases of children. His practice grew so rapidly that he found it necessary to secure the aid of an assistant, and in 1901 he admitted Dr. Monro to a partnership. They have spacious offices in the McKinnon block at the corner of Hastings and Grandville avenue, in the very center of the business district of Vancouver.

As soon as Dr. Brydone Jack was settled in his adopted city and had entered upon his practice he became deeply interested in public affairs and has been the champion of many progressive measures, whose beneficial influences are now widely felt. He has done everything in his power to promote the city's growth along substantial lines and in January, 1904, he was elected alderman. He was instrumental in securing the appointment of Dr. Underhill as health officer of the city. That gentleman is an eminent physician whose entire time is devoted to looking after sanitary conditions and the health interests of Vancouver, thus preventing the spread of disease. Dr. Brydone Jack is a Liberal in politics and was chosen by his party as the candidate for the provincial parliaments, but was defeated at the election.

In 1893 Dr. Brydone Jack was married to Miss Alice Hicklin, a native of Staffordshire, England, and they have four children, the three eldest born in England and the other in Vancouver. Frederick William is now a student at McGill University in Montreal, Canada; Cyril Herbert and Gladys are at home. The family are Episcopalians in religious faith. Their home is at the corner of Landow and Westminster avenue and is one of the fine residences of the city. Dr. Brydone Jack belongs to the Masonic fraternity, is a past master of Acacia Lodge No. 22, A. F. & A. M., likewise belongs to the Royal Arch Chapter and has taken the Scottish Rite degrees. He is a member of the Independent Order of Odd Fellows, the Knights of Pythias and the Independent Order of Foresters. He was president of Vancouver Medical Association, 1903-6, also president of British Columbia Medical Association, 1905, and is prominent both professionally and socially, having the strong intellectual force and devotion to his profession which have made him one of the leading representatives of the medical fraternity in Vancouver.

WILLIAM SULLEY.

William Sulley is connected with an industry which has contributed largely to the wealth and prosperity of Vancouver. The early founders of the city are the promoters of its commercial and industrial enterprises and in this respect William Sulley has contributed in large and valuable measure

to the substantial upbuilding of Vancouver. He is connected with the lumber trade and in his business he displays untiring energy, quick perception and a mental celerity that enables him to form his plans readily and execute them with dispatch. It has been his close application to business and his excellent management which have brought to him the high degree of success that is today his.

Mr. Sulley, who was born in Nottingham, England, on the 16th of May, 1841, is descended from worthy English ancestors. His parents were Edward and Charlotte (Pennstone) Sulley, both of whom were natives of England. The father was a merchant and became the resident member in England of a large New York mercantile firm, conducting an extensive business there. He attained the venerable age of eighty-eight years, while his wife passed away in her seventy-third year. They were Baptists in religious faith and Mr. Sulley was very active in church work, devoting almost his entire attention to his business life and church duties. His was an honorable manhood, characterized by activity and crowned with successful result. Unto him and his wife were born seven children, of whom six are yet living.

William Sulley acquired his education in the schools of Nottingham, England, and in Germany, and in early life become connected with clerical duties and commercial business. He was engaged in the manufacture of lace in Nottingham from 1866 until 1890, when selling out he made arrangements to establish his home in the new world and in 1891 arrived in British Columbia. His early identification with its business interests was as the representative of a London financial institution engaged in investing in real estate and loaning money. He continued as the manager of the business until 1896, in which year he entered into partnership with E. H. Heaps. They had at first a small shingle mill, which has grown to be one of the largest manufactories of the kind on the Pacific coast. The plant at Vancouver covers twenty-one acres of ground. The business is carried on under the firm style of E. H. Heaps & Company, manufacturers of lumber and shingles. Their large mills at Vancouver are situated at Cedar Cove on Powell street and they also have mills at Ruskin on the Fraser river. The specialties of their output are A.A.1, high grade shingles, flooring, ceiling, siding, drop and two cheek siding, cedar bevel siding, sash and doors, casing, base, moldings, turnings, etc. The main office of the company is at the corner of Powell street and Victoria drive. The growth of Vancouver has been phenomenal, but not more so than the development of the Heaps Lumber Company, which now ships its manufactured product to

Ontario and many points in the northwest, enjoying a very large and successful business. Mr. Sulley was married in 1868 in England to Miss Helen Place, a native of Nottingham, England. They have three children. The eldest, William, is now in charge of the machinery in the mills, having had special training as a machinist. Harry is connected with the firm of I. & R. Morley on Wood street, London, England, one of the largest, oldest and best known mercantile houses of that city. Helen Kathleen is now the wife of E. C. Taylor, of Vancouver, manager of the Empress Manufacturing Company. The home of Mr. and Mrs. Sulley is a beautiful residence in the west end of the city and they are prominent in social circles here. In fact, few men are more widely or favorably known in the enterprising city of Vancouver than Mr. Sulley. He has been an important factor in business circles and his popularity is well deserved as in him are embraced the characteristics of an unbending integrity, unabating energy and industry that never flags.

M. J. BARR.

M. J. Barr, a well known business man of Vancouver, was born in Monmouthshire, Wales, on the 25th of November, 1875, and is of Scotch ancestry. His father, Mathew Barr, was a native of Paisley, Scotland, while his mother, who bore the maiden name of Hannah Chancey, was born in India. Both of her parents were killed in the memorable Indian mutiny. Mathew Barr was a sergeant major of the First Foot Tenth Regiment, and served in the Crimean and Indian wars, receiving in recognition of his military service four medals and three clasps in addition to the pension which was granted him. He died in the year 1889 and is still survived by his widow, who now resides with her son, M. J. Barr, in Vancouver. Another son, James Barr, is engaged in the transfer business in Vancouver.

The family came to Vancouver in 1891, M. J. Barr being then in his sixteenth year. He completed his education in the schools of this city and afterward learned the plumber's trade with W. G. Warren. In 1896 he formed a partnership in the plumbing business with Mr. Anderson, the present firm of Barr & Anderson being thus formed. They have worked harmoniously together in the development of a business which has now become extensive. Their work has ever given the utmost satisfaction to those by whom they have been employed and they have been awarded the contracts for the plumbing in several of the city school buildings and many other prominent structures. They have also put in furnaces and installed high grade heating plants in many good buildings of Vancouver. They are now doing work

of this class in the large Vancouver General Hospital and today their contracts amount to eighty thousand dollars. They have erected a two story brick shop at No. 114 Hastings street and are the leading plumbers of the city, a position which they have gained through their capability, earnest desire to please their patrons and conscientiousness in all business relations.

Mr. Barr was married in 1901 to Miss Ella Dillabaugh, a native of Carlton, Ontario, and daughter of M. S. Dillabaugh, of that place. This union has been blessed with a son, whom they have named Mathew Lislie. They have a nice home of their own in Vancouver and are members of the Presbyterian church. Mr. Barr is an active member of Mount Herman lodge, A. F. & A. M., and also belongs to Vancouver chapter, R. A. M. He has always taken an active part in athletics, and played with the Vancouver Lacrosse Club for eight years. A young man, he has attained an enviable position in business circles and his qualifications and ambition argue well for still greater success in the future.

JOHN GUY BARBER.

John Guy Barber has the honor of having been the first jeweler in Revelstoke, and for the past fifteen years he has made that little city the center of his prosperous and constantly expanding trade in this line. He also has other interests in the vicinity, and is one of the best known and most highly esteemed citizens. He is a man of great personal popularity, has made a reputation for ability and high integrity in his business relations, and in many ways is to be accounted one of the mainstays of Revelstoke's commercial and civic prosperity and substantiality.

Mr. Barber is a native of the United States, having been born in New Haven, Connecticut, November 25, 1866. His parents, E. L. and Barbara (Logan) Barber, are still living and are residents of Winnipeg. The public schools of Winnipeg and St. John's College furnished Mr. Barber his literary training, and after school days were over he learned the watch-making trade at Diamond Hall, in Winnipeg. After a brief period of employment by Walter Harris he started in business for himself at Winnipeg, but continued it for only one year, when he sold out and in 1887 located at Kamloops, British Columbia, where he was in the employ of J. E. Saucier for a time. In 1890 he came to Revelstoke and started a jewelry establishment, being, as stated, the first one to embark in that line in Revelstoke, which was itself at that time a new town, about five years old. Since then his business has expanded rapidly, and he now conducts both a wholesale and retail trade, being the acknowledged leader in this line in this part of the province. He has



William H. P. Clubb

also acquired large mining and real estate interests, and is a successful and enterprising man in all departments of his activity.

Mr. Barber affiliates with Kootenay lodge, No. 15, A. F. & A. M., and with Gold Range lodge, No. 26, Knights of Pythias. He is a Conservative in politics, and a member of the English church.

WILLIAM H. P. CLUBB.

William H. P. Clubb, enterprising and energetic, is a member of the firm of Clubb & Stewart, proprietors of the largest clothing and men's furnishing goods establishment in the province of British Columbia. In viewing the mass of mankind in the varied occupations of life, the conclusion is forced upon the observer that in the vast majority of cases men have sought employment not in the line of their peculiar fitness but in those fields where caprice or circumstances have placed them, thus explaining the reason of the failure of ninety-five per cent of those who enter commercial and professional circles. In a few cases it seems that men with a peculiar fitness for a certain line have taken it up, and marked success has followed. Such is the fact in the case of the subject of this biography.

Mr. Clubb was born in Peterhead, Scotland, on the 24th of April, 1862, and belongs to an old family long resident of Aberdeenshire, Scotland. His father, James Clubb, was born there in 1841 and died in 1904 at the age of sixty-seven years. His mother, who bore the maiden name of Isabella Watson, was also a native of Aberdeenshire. William H. P. Clubb is indebted to the public school system of Ontario for the educational privileges he enjoyed and when he had put aside his text books he began learning his business with his father, remaining in Ontario until he came to Vancouver. In that country he was a friend of Mr. Stewart, his present partner, and they decided to come together to this city and establish a business in the young but growing metropolis. Accordingly they made their way to the Pacific coast and established their present store with a small capital and a limited stock of goods, but as the city developed with remarkable rapidity their patronage also grew until they now carry the largest stock and have the most extensive clothing and men's furnishing goods establishment in the province. It is located at No. 315 Hastings street in the center of the business district of Vancouver. It was established in April, 1890, and has since been successfully conducted by the original proprietors. The store is fifty by one hundred and twenty feet, filled with all of the goods in their line most carefully selected. Both have been connected with the clothing business since boyhood, entering no other business field, and their equipment for the conduct of the

store in Vancouver was therefore naturally good, their success being based upon broad experience as well as marked enterprise and industry. They have a tailoring business in the basement and in this department cater to the very best trade. Both the partners are industrious, energetic men of laudable ambition and determined purpose, devoted to the business and following the most progressive and honorable methods in the conduct of their enterprise.

In 1893 Mr. Clubb was married to Miss Elizabeth Houston, of Glasgow, Scotland, daughter of the late Andrew Houston. They have a daughter, Jessie, born in Vancouver. Both are members of the Wesley Methodist church and take an active and interested part in its work, Mr. Clubb serving as a member of its board of trustees and also as treasurer. He is also a member of the school board of the city. They have a nice residence on Nicola street and its attractive hospitality is enjoyed by many friends.

A. M. STEWART.

A. M. Stewart, junior member of the firm of Clubb & Stewart, whose activity in the field of commercial enterprise in Vancouver, dating from April, 1890, has been a factor in promoting the general business prosperity of the city, was born in Embro, Ontario, on the 10th of March, 1864. His father, William Stewart, was born in Aberdeen, Scotland, while the mother, who bore the maiden name of Isabella Clark, was born in Petty Inverness-shire, Scotland. They emigrated to Canada in 1836.

A. M. Stewart was educated in Embro, Ontario, as a public school student and entered upon his business career in the capacity of a salesman for a dealer in men's furnishing goods. He has continued in this line of mercantile enterprise and coming to Vancouver with Mr. Clubb, they formed their present partnership and have since conducted a business which has constantly grown in volume and importance until it now returns a very gratifying annual income. Mr. Stewart was married in 1894 to Miss Agnes Brown, a native of Ontario and a daughter of the late J. T. Brown, who for eight years was license inspector in this city. They have two children: Charles and John, both born in Vancouver. They are members of St. John's Presbyterian church, of which Mr. Stewart is one of the managers. Theirs is a nice residence on Denman street. Both Mr. Clubb and Mr. Stewart are members of the board of trade, the former belonging to the civic committee, and both take a deep interest in promoting the substantial progress and welfare of Vancouver.

ROBERT E. LEMON.

Robert E. Lemon has been closely identified with the substantial improvement and development of the northwest, and his efforts have been of material benefit in promoting the progress and substantial growth of the section of the country in which he makes his home. He is now filling the position of warden of the prison at Nelson and throughout the community in which he resides he is held in high esteem as a worthy pioneer citizen.

Mr. Lemon, a native of Paris, Kentucky, was born April 24, 1855, and is a son of Samuel and Ann (Haslet) Lemon, both of whom are deceased. When he was but a boy his parents removed to Plattsville, Wisconsin, settling upon a farm, where their son Robert was reared. He attended the public schools in the winter months to some extent and in the summer seasons assisted in the work of the home farm. The greater part of his education, however, was acquired under the direction and through the instruction of his mother, a most highly educated and cultured lady, while from his father he received practical training in the work of the fields. When eighteen years of age he held a second grade certificate and for six years he engaged in teaching in Colorado and Wisconsin. On leaving the latter state he went to Alabama, where he spent two years in a general mercantile store and there he also learned the drug business, making a specialty of that branch of trade. He went to Alabama in 1875 and continued in the south until March, 1877, when he removed to Colorado and engaged in teaching school in and near Pueblo until August 12, 1880, with the exception of one summer. At the date mentioned he went to Albuquerque, New Mexico, where he occupied a clerical position in an eating house in Coolidge, then called Bacon Springs. For a year he acted in that capacity and then took charge of the eating house at Williams, Arizona, which he conducted for a year. He afterward became manager of all the eating houses on the line in the territory, but while he met with fair success there he felt that he would have still better business opportunities in the northwest, and on the 1st of July, 1884, he left Arizona for Puget Sound. Having spent a short time in Seattle and in Tacoma, Washington, he made his way to Van Horn, British Columbia. His first position in the northwest was that of purser on the steamer *Lady Dufferin*, in which capacity he served for two months. On the 1st of November he took a position in a general store, where he worked until the 1st of May, when he embarked in general merchandising at Eagle Pass, conducting his store there from May, 1885, until 1886. It was a prosperous period in his career and gave him opportunity for still larger business interests. He removed from

Eagle Pass to Revelstoke and afterward to Nelson in 1888. In 1901 he was appointed warden of the prison at Nelson, which position he still holds. A detailed account of the history of Mr. Lemon would be to present a clear picture of business development in the northwest, for he came to this section of the country as a pioneer and has been closely associated with the work of progress and upbuilding through the intervening years. He ran the first flat boat down the Columbia river on the 14th of May, 1888, making his way to Sproat's Landing. He erected the first building on the Columbia river in that part of the country. Of the ten men who made the trip on that ferry boat but four are living in this locality. Mr. Lemon reached Nelson by building a trail from the Hall mine to the Poorman trail, a mile and a half, and took his own supplies in September, opening his store here in 1888. He conducted the store through the winter and sold out there the following summer. He then went to New Westminster and contracted on the Westminster & Southern road, doing all of the crib work on the river. He then returned to Nelson, where he has since remained, and he is today one of the valued citizens of the place, a typical pioneer resident, entirely free from ostentation or display, but with strong purpose, marked individuality and unflagging energy, qualities which have enabled him to contribute much to the pioneer development and later progress of the northwest.

CHARLES MORGAN KINGSTON, M. D.

Dr. Charles Morgan Kingston, whose thorough preparation and resourceful effort in the practice of medicine have gained him prominence as one of the representatives of the profession in Grand Forks, was born in West Huntingdon, Hastings county, Ontario, December 27, 1867, his parents being Charles Kingston and Mary (Fletcher) Kingston. The father is a retired farmer now living in Sterling, Ontario, but he has been called upon to mourn the loss of his wife, who passed away in 1871.

Charles Morgan Kingston at the usual age became a student in the public schools and advanced through the successive grades of primary and grammar school work until he had entered the high school at Sterling. His literary course completed he began preparation for the practice of medicine as a student in Trinity Medical College in Toronto, and there he was graduated with the class of 1894. He took the post-graduate work in the summer of that year in the Post-graduate College of New York and thus by thorough and careful preparation was well qualified for the responsible duties of the profession. He entered upon practice in Everett, Ontario, spending four years there, and on the expiration of that period he came to British Columbia. Having prac-

ticed for one year in Shoal Bay he came to Grand Forks in 1899 and has since been a representative of the medical fraternity in this place. He is also medical health officer and city physician. In this field of labor where promotion depends entirely upon individual merit he has steadily worked his way upward and with a full realization of the responsibility that devolves upon the medical practitioner he has put forth his best efforts to alleviate human suffering, his work being prompted not only by the laudable desire for financial gain but also by a love of scientific research and humanitarian principles. He is surgeon for the Granby Smelter Company, provincial health officer for the district and belongs to the Canadian Medical Association. Fraternally Dr. Kingston is connected with the Masonic lodge, the Knights of Pythias and the Independent Order of Odd Fellows, and he has the warm esteem of his brethren of these organizations.

GEORGE SMITH McCARTER.

George Smith McCarter, lawyer and prominent man of affairs at Revelstoke, has not only acquired a fine reputation and practice as a lawyer since locating in this little city some seven or eight years ago, but has also become closely identified with the public life and direction of the affairs of his municipality, and has extensive business and real estate interests in the district.

Mr. McCarter was born in Haldimand county, Ontario, March 4, 1867, a son of George and Sarah (Sherwood) McCarter, the former of whom is living in St. Thomas, Ontario, and the latter is dead. The common and high schools and the collegiate institute of St. Thomas furnished him his early literary education, after which he applied himself to preparation for the legal profession. In St. Thomas he was first a student with Coyne and Mann and then with D. J. Donohue, and later was in the offices of Kerr, McDonald, Davidson and Paterson at Toronto. Being admitted to the bar in 1891, he commenced practice at St. Thomas in partnership with T. W. Crothers. In 1892 he established himself at Calgary, where for five years he was a partner of Senator Lougheed, and since 1897 he has been located at Revelstoke, where in the meantime he has built up a good practice and enjoys a front rank among the legal fraternity of this part of the country.

For one year Mr. McCarter served as alderman of Revelstoke, was city solicitor for five years, and at the present writing is official administrator for the district. He has numerous business interests in this vicinity, in mining and in coal and timber lands; is a stockholder in the Revelstoke Navigation Company, and is also a member of the company organized to bring the water supply to Trout Lake City. Fraternally he has affiliations with Koot-

enay lodge, No. 15, A. F. & A. M., with Elgin lodge, No. 32, I. O. O. F., at St. Thomas, and with Western lodge, A. O. U. W., at Calgary, and his church membership is with the Church of England

In June, 1894, he was married to Miss Katy C. Douglas a daughter of Howard Douglas, of Calgary. They have three children, Douglas, Arnold and Doris.

GEORGE KENNEDY—THE KENNEDY BROTHERS.

George Kennedy, present postmaster of New Westminster, is the second son of the late James Kennedy, and was born in New Westminster, August 11, 1859. Educated under the tuition of his father and in the excellent schools of the "Royal City," he graduated thence, in his sixteenth year, into that university of varied experience, observation, and practical education—a newspaper office, and followed this vocation in various capacities, on the Pacific coast, for upwards of ten years. Two brothers, James M. and Robert Kennedy, who had had a similar training, also learned the printing business about the same time, and in the spring of 1888 these three formed the afterwards well known publishing and printing firm of Kennedy Brothers, which acquired the daily and weekly *Columbian* from a company of which the late Hon. John Robson, premier of British Columbia, was founder and a leading member.

For twelve strenuous years thereafter, during a stirring period of great political upheaval and development in the province, which the *Columbian* under their management was largely instrumental in promoting and directing, the Kennedy Brothers continued to publish this influential organ of public opinion, throwing themselves into the fight for fair representation of every portion of the province in the provincial legislature, hitherto derided by the powerful sectionalistic clique at the island capital which had dominated the government. Inseparably bound up with this fundamental question of fair representation was the question of a just distribution of the revenue, sectionally speaking, which had also been denied by means of the unfair system of representation maintained. Other issues raised and vigorously advocated and advanced by the *Columbian* under the control of the Kennedy Brothers and by the political party evolved as a result of this agitation, were land and railway policies devised with a view to conserving what was left of the public domain and generally safeguarding the public interests as opposed to the reckless policy of give-away and monopoly-fostering that had hitherto obtained.

Through three provincial general elections, starting with a small reform

party in the elections of 1890, the fight along these lines, under the banner of Fair Representation, was ceaselessly waged, the *Columbian*, which had been foremost in throwing down the gage, being throughout in the forefront of the battle, and the publishers, Kennedy Brothers, had the satisfaction of seeing the cause steadily gaining both in the country and in the legislature. Each succeeding general election found a larger and stronger reform party in the legislature, which wrested, piecemeal, some measure of reform in the representation and along the other lines indicated, from the reluctant party in power, until that party was completely and finally overthrown in the general election of 1898. The victorious party of reform in the legislature unfortunately developed internal discords and weaknesses which robbed it of the fruits of its victory, and a crisis was precipitated, resulting in another general election in 1900, from which was evolved a new reform party, under the leadership of the famous Joseph Martin, which effectually held the balance of power between several contending factions until a thoroughly fair measure of representation was brought forth from the rather peculiar situation, and a most important measure of long delayed and hitherto denied justice to New Westminster city and district was also secured at the same time by this same vigorous and consummate reform faction—namely, the construction of the great railway and traffic bridge across the Fraser river at New Westminster city, at a cost of over a million dollars. Having wrested these boons from the weak transition government of the day, the reform faction, holding the balance of power, precipitated another general election, which was held on altogether new lines of cleavage in the province—and the old order of things political, with the old sectional and clique abuses, against which the Kennedy Brothers, through their paper, had waged unremitting and strenuous warfare for more than a decade, was ended, the chief things for which they had contended having also been secured.

The Kennedy Brothers also took a leading part, with their paper, in the Dominion general election of 1896, in winning the New Westminster Dominion electoral district and the province generally from a former almost unbroken Conservative allegiance to the support of the new Liberal administration of Wilfred (now Sir Wilfred) Laurier, which was returned to power, for the first time, in the elections of that year.

The *Columbian*, under the ownership and control of Kennedy Brothers, also took a prominent part in promoting and inaugurating, in 1889, the annual Provincial Agricultural and Industrial Exhibition at New Westminster, for which the Royal City has since been famous. The establishment of the highly successful City Market and the inauguration of the electric light

system and water works as civic enterprises were also strongly advocated and vigorously fought for by the *Columbian* in their initiatory stages, although determinedly opposed by conflicting private and corporate interests.

The history of the *Columbian* under the Kennedy Brothers is, in fact, the history of a most stirring, eventful, overturning as well as reconstructive and significant epoch in the annals of the province and of their native city. Costly and important libel suits they had to defend more than once, and on one memorable and historic occasion, during the session of 1891-92, they were summoned before the bar of the provincial legislature by the incensed government because of some unusually vigorous criticism of its acts. Defying the summons, the arm of the law was invoked, and sheriffs and deputies, sergeants-at-arms and provincial police, with the chief at their head, were pressed into service to bring the political offenders into the toils. The much wanted publishers had to take refuge south of the international boundary for two weeks, until an absent judge of the supreme court returned to New Westminster, before whom *habeas corpus* proceedings could be taken immediately on their arrest. They returned voluntarily as soon as they learned the judge was in the city, and were at once placed under arrest, and their application for a writ of *habeas corpus* being denied, they were lodged in the New Westminster jail over night, on the next day taken to Victoria in custody of the chief of provincial police and the sergeant-at-arms, and brought before the bar of the house, where, refusing to apologize, but maintaining the justice of their criticisms, they were thrust into the jail at Victoria. The most eminent legal talent of the province was retained in their behalf, and application for a writ of *habeas corpus* was made before another supreme court judge, but before he could render his decision the astute attorney-general, foreseeing defeat, had the legislature prorogued, thus automatically releasing the incarcerated newspaper men, and the judge then declined to give a decision since it could have no effect. The attorney-general afterwards promised to have a test case submitted, but failed to do so. All these proceedings consumed nearly a month, during which the legislature was kept in session, although when the episode began, its work was practically ended for that session. After the summons had been issued and defied, the government also introduced and put through a special act of the legislature, endeavoring to fortify themselves with the power which they feared they did not possess when they found their authority defied. But even with this special act, as has been seen, they did not abide the issue.

In the spring of 1900, after twelve years of such strenuous and costly newspaper and political work, which has been only barely sketched in the

foregoing pages, having been twice in that time completely burned out—once in 1889, and again, with the almost total destruction of the city, in the fall of 1898—and having, as they considered, accomplished their work for the time being, and feeling that they needed a period of recuperation, the Kennedy Brothers sold their newspaper and printing business to the present proprietors, the Columbian Company, Limited. The then incumbent of the postoffice, Mr. J. C. Brown, resigning his office about the same time, the position was offered by the federal government at Ottawa to Mr. George Kennedy, and accepted by him. James M. and Robert Kennedy, retiring from the publishing business at the same time, turned their attention to the extensive agricultural and real estate interests of the family.

The Kennedy family, father and sons, have therefore been prominent factors for over forty-five years in affairs that nearly concern the city of New Westminster and the province of British Columbia, their work has been largely public-spirited and given to the causes which were dear to them, without such adequate compensation as would have been gained from like devotion to pure business, and for this reason the careers of the father, now deceased, and of the sons, so potential in the business and public affairs to which they severally directed their attention, have a more than ordinary interest to the readers of the annals of British Columbia.

JOHN MANNING SCOTT.

John Manning Scott is a representative member of the British Columbia bar, carrying on a regular and profitable practice in Revelstoke, is active in public and political affairs, and a man of high standing socially and professionally in this part of the province. He is one of the best equipped lawyers in British Columbia, being a graduate of one of the most famous law schools of America, and his subsequent experience in active practice has brought him into contact with all departments of his profession. He wields a wide personal influence in interior British Columbia, and his legal business is constantly increasing.

Mr. Scott was born in Brampton, Ontario, November 23, 1870. His father, now deceased, was A. F. Scott, who had a long and honorable career of twenty-seven years as county judge, and was a man of much prominence in his community. His mother, Annie Sophia (Furby) Scott, is now living in Winnipeg. Mr. Scott is a nephew of Hon. D. L. Scott, supreme justice of Edmonton.

After passing through the common and high schools at Brampton Mr. Scott took up the study of law in the law department of Toronto University,

from which he was graduated in the class of 1891 with the degrees of B. A. and LL. B. Osgood Hall at Toronto is the best known law school in Canada and has probably turned out more eminent lawyers than any other school in the Dominion. It was in this institution where Mr. Scott, after leaving Ontario University, continued his legal preparation for three years, and in 1894 he was admitted to the bar. His first practice was at Brampton and then at Owen Sound, and he has been established at Revelstoke since 1898, having in the meantime gained a large and profitable share of the legal business of this part of the province. He is a member of the British Columbia Law Association. He is a Conservative in politics, was president of the Conservative Association one year, and is crown prosecutor for this district. He also has business interests, and is secretary of the Prince Mining and Development Company.

In February, 1900, Mr. Scott married Miss Marguerite Estelle Brown, step-daughter of H. A. Brown, a well known citizen and business man of Revelstoke, elsewhere represented in this work. Mr. and Mrs. Scott are members of the Church of England.

ERNEST H. S. McLEAN, M. D.

Ernest H. S. McLean, M. D., for a number of years recognized as the leading physician and surgeon of Revelstoke, has brought great ability and thorough preparation to the practice of the medical science, and his success is attested by his large and influential patronage and by his standing in the community where his professional career has been worked out.

Born in Brockville, Ontario, May 18, 1871, a son of Henry and Harriet (Dulmage) McLean, his mother being deceased and his father a well known civil engineer and architect of Toronto, Dr. McLean had excellent youthful advantages, a good and inspiring home, and all influences and environments which tend to culture and strengthen character. Educated in the public schools of Brockville, then at the Collegiate Institute at Kingston, Ontario, in order to prepare himself for the medical career which was his ambition, he entered Queen's University at Kingston and was graduated with the class of 1891. Having followed this up with a post-graduate course in the New York Polyclinic Institute, he then established himself in practice at Calgary, where he remained about a year, and for the following six months was assistant to Dr. Brett in the sanitarium at Barff. He has been located at Revelstoke since 1892, and has enjoyed a large and profitable practice in the town and surrounding country. He is a progressive practitioner, keeping abreast of the strong current of medical progress by constant study, and he keeps

in touch with the local fraternity by his membership and active participation in the Northwest Territories Medical Association and with the British Columbia Medical Association. He has been district provincial health officer throughout his residence in Revelstoke, and held the office of coroner for six years, from 1893 to 1899. Besides attending to his large professional business he has interests in the adjacent mining localities, and is broad-gauged and progressive in all his beliefs and activities.

In 1894 he married Miss Maud Hamilton, whose father, W. L. Hamilton, is inspector of inland revenue at Belleville, Ontario. Mr. and Mrs. McLean have one child, Jean. The doctor is a member of Revelstoke lodge, No. 25, I. O. O. F., is a Conservative in politics, and he and his wife are members of the Church of England, and are esteemed members of society in their home town.

JONATHAN MILLER.

Jonathan Miller, who is filling the position of postmaster at Vancouver, is a pioneer of 1862 and his interest in the welfare and upbuilding of this portion of the country has been manifest in tangible efforts for the general progress along many lines. He was born in Middlesex, Ontario, Canada, on the 5th of September, 1834, and is of English and Scotch ancestry. His grandfather, Jonathan Miller, was of English descent, his ancestors having emigrated to America at an early period in the colonization of the new world, settling in Connecticut. He removed to Middlesex county, Ontario, and there received a grant of land in recognition of his loyalty to his king. His son, Jonathan Miller, father of our subject, was born in Middlesex county, and after arriving at years of maturity he wedded Miss Martha Lockwood, whose birth occurred in the same county and who was a daughter of Henry Lockwood, also a Loyalist who settled in Canada about the time of the Revolutionary war in the United States. The parents of our subject spent their entire lives in the county in which they were born. He was a farmer and also owned a store, and was known as one of the substantial and respected residents of his locality. Both he and his wife were among the earliest advocates of the Methodist religion in their community. He died in the sixty-fourth year of his age, while his wife, long surviving him, passed away at the advanced age of eighty-two years. The family numbered a son and three daughters.

Jonathan Miller of this review, the only member of the family in British Columbia, was educated in Craddock Academy in his native county and afterward engaged in merchandising there until the time of his removal to the west. Going to New York city, he took passage on the North Star steamer bound for the Isthmus of Panama and again embarking in the Pacific waters

he arrived in San Francisco on the 28th of May, 1862. Soon afterward he again started on his way, arriving at Victoria on the 3rd of June. The following day he went to Westminster and has continued to reside there ever since. For a short time he was engaged in teaming and later became general agent for the provisional government, in which position he continued until the 1st of May, 1886, when he received the appointment of postmaster at Vancouver. That city had just received its name and the Canadian Pacific Railroad had just been completed to the town. Mr. Miller assisted in drawing up the charter for the town and he is now the only survivor of the board that executed that important document, and one of the very few surviving early settlers. When he entered upon the duties of postmaster eighteen years ago there were between eight hundred and a thousand inhabitants in the town and within this space of time it has reached a population of forty thousand. At first he had a boy as his assistant and now there is an assistant postmaster and thirty-four clerks. This is a distributing point for the mails for China, Japan and Australia, and is also the supply point for one hundred and twenty-five offices.

On the 9th of February, 1856, Mr. Miller was married to Miss Margaret Springer, who was born in his native locality, a daughter of Benjamin Springer, who was likewise descended from Loyalist ancestry. They have had nine children, of whom seven are living, namely: Carrie, who is now the wife of T. D. Lees; Alice, the widow of H. A. Berry, residing with her parents; Gerta, the wife of A. C. Hitchfield, editor and publisher of the *Atlin Clarion*; Fred, at home; Ernest, who is engaged in the practice of law at Grand Forks, British Columbia; and Edwin and Walter, who were also residing at Grand Forks. The family are connected with the Church of England in their religious faith and Mr. Miller is a member of the Ancient Order of United Workmen. He and his wife have a host of warm friends in the province, of which they are worthy pioneer settlers, and they now have a delightful home in Vancouver. His official service has ever been above reproach and no trust reposed in him has ever been betrayed in the slightest degree.

WILLIAM L. FAGAN.

William L. Fagan, provincial assessor and collector for the city and county of Vancouver, came to the province in 1886 and was the first agent of the Canadian Pacific Railroad Company at Moody and also at Westminster. A native of Ireland, he was born in the city of Dublin on the 22d of October, 1843. His father, John Leonard Fagan, also a native of Dublin, was a solicitor there and in that city was married to Miss Ann Ambrosia Reed, a native of London, England. Mr. Fagan died at the age of forty years,



Wm L. Fagan.

while his wife passed away at the age of thirty years. They were the parents of four sons and three daughters, but William L. Fagan is now the only survivor of this family. His uncle, James Fagan, was a member of parliament from the county of Wexford, was an extensive lumber merchant and one of the most prominent citizens of his locality.

The preliminary educational advantages which William L. Fagan enjoyed were supplemented by a course of study in St. Patrick's College of Armagh, Ireland, from which institution he was graduated with the class of 1858. He afterward learned the hardware business and subsequently was connected with railroad service in the employ of the Great Western Railway Company in Ontario. Resigning that position he then entered the employ of the Canadian Pacific Railroad Company and after five years came to Vancouver to reside in 1888. Here he was called to public office and was at first assistant assessor and collector, while in 1889 he was promoted to his present position, giving the fullest satisfaction in the performance of his official duties. He is an honorable, reliable and capable government official, discharging his duties with the same fidelity which he would give to a private business transaction. He is deeply interested in his adopted city and its welfare, and his earnest support can always be counted upon to advance any movement calculated to prove of general good.

Mr. Fagan was married in 1865 to Miss Ellen Thornton, a native of Dublin, and their union has been blessed with the following children: James E., head landing waiter in the Vancouver custom house; James S., who is assistant manager in the office of the Northwestern Telegraph Company; W. L., a newspaper reporter who did reportorial work in China and is now in Panama; May Alberta, the wife of James W. McGovern, immigration agent for the Dominion government at Port Arthur; Annie S., who was educated in a Toronto College and is now at home with her parents, and all are members of the Roman Catholic church, thus adhering to the faith of their ancestors. Mr. Fagan belongs to the Ancient Order of United Workmen and has a wide and favorable acquaintance in Vancouver, where his capable official service has won him high respect.

HENRY L. EDMONDS.

Henry L. Edmonds, barrister and solicitor at New Westminster, is a prominent representative of the bar of the province, young, progressive, able and ambitious, and has already taken an honorable place among his fellow citizens and legal brethren. He is a native son of the city, born November 2, 1870, was educated in the public schools and at Lorne College, and received

his law training under the late Chief Justice McColl and E. A. Jenns. On his admittance to the bar in 1894 he became a member of the firm of Jenns and Edmonds, but retired from that firm in 1895 to join his brother, W. H. Edmonds, in the firm of Edmonds & Edmonds. This partnership continued until the fall of 1899, when W. H. Edmonds, received his present appointment as registrar of titles at Kamloops, British Columbia. Mr. Edmonds has transacted a large amount of the legal business of the district and enjoys a representative and increasing clientage. Mr. Edmonds has given his principal attention to commercial law. As a Conservative he has taken an active interest in politics, serving as secretary of the New Westminster campaign committee in 1903, and as secretary of the New Westminster electoral district campaign committee in 1904. Fraternally he is consul commander of the local Woodmen of the World and a member of the Holy Trinity Episcopal church.

The prestige of the Edmonds name has been so long established in this province, and especially in the city of New Westminster, that no introduction is necessary to recall one of the foremost personalities that shaped the early history and development of the institutions and industrial and business affairs of the city. The late Henry Valentine Edmonds, who was the father of the above mentioned barrister, and whose place and influence in the history of British Columbia deserve especial prominence, was born in Dublin, Ireland, February 14, 1837, and died in Vancouver, British Columbia, on the 14th of June, 1897. He was the second son of William and Matilda E. (Humphries) Edmonds, both natives of Dublin. On the paternal side the descent is traced from an old English family that settled in Ireland during the early days, and on the maternal side the ancestry is French Huguenot, which escaped from France at the time of the St. Bartholomew massacre and the subsequent persecution of the Huguenots.

Until his twelfth year the late Mr. Edmonds was educated in the schools of his native Dublin, and then the family moved to Liverpool, England, where he attended the high school Mechanics Institute. He later went abroad on the continent and was a student in the famous Moravian institute at Neuwied on the Rhine, finishing his education in Dresden, Saxony. His early business career was spent in Liverpool, and later in London. While in the latter city he joined the First Surrey Volunteers, the first of the new corps established in that city. But upon the formation of the London Irish Volunteers he joined his national corps. Passing rapidly through the non-commissioned offices, he was selected by the Marquis of Donegal, the colonel commanding, as ensign of a new company especially formed for the marquis' son-in-law, Lord Ash-

ley. On receiving this appointment, July 5, 1860, Mr. Edmonds was attached to the Third Battalion, Grenadier Guards, for drill instructions, and passed with a first class certificate of efficiency. April 13, 1861, he was promoted to a lieutenancy, and held this rank until he resigned in April, 1862, in order to come to British Columbia. At that time he stood second on the list for succession to the captaincy. Lieutenant Edmonds took part in the celebrated reviews held, in 1860, in High Park, in 1861, at Wimbledon, and in 1862, at Brighton, under the late Lord Clyde. One day, after he had taken part in a parade, he was with part of his company when the London bridge fire occurred, and he and his men rendered material service in keeping the grounds clear so that the firemen could work freely.

In May, 1862, Mr. Edmonds sailed from England, and on the following fourth of July arrived in San Francisco. He was there during the great rejoicing occasioned by the passage through congress of the Pacific Railway bill. In the same year he came on to Victoria and thence to New Westminster, where his career of usefulness was henceforth to be so conspicuously wrought out. For twenty-five years he was one of the foremost real estate and insurance men of New Westminster, doing business with nearly all the property holders of the city. At the same time he gave his efforts gratuitously to the advancement of all the best interests of the city. He was active in the organization of the Royal Columbian Hospital and the Mechanics Institute, and his services as secretary, treasurer or president were always in demand. On the formation of the Board of Trade in New Westminster he served as its secretary for the first year, and had much to do with carrying out the details of the board's organization, later being its vice president and for many years continuing as a factor in its work. He gave freely of both means and time for the proper celebration of such annual events as the Queen's anniversary, and also for the reception of distinguished visitors like the governor-general of Canada. He worked hard in committee and private to make these occasions a credit to his city. He is honored as the originator of the May Day festival throughout the province, and its first celebration was held in his city.

He helped to organize the Howe Sound Silver Mining Company and the Fraser River Beet Sugar Company. In 1873 he and other public-spirited citizens organized the Fraser Valley Railway Company, of which he was made secretary. Later this became the New Westminster Southern Railway Company, in which he continued his interests. In December, 1867, he was appointed clerk of the municipal council, and during the seven years of his incumbency of this office all the city's business was performed without any legal

costs to the municipality. He himself drew up all the by-laws and did all the work necessitated by the incorporation of the city.

In December, 1872, Mr. Edmonds was selected as the agent of the government under the Walkem government. In addition to the exactions of his private affairs, he performed all the duties of this office for the district of New Westminster until January, 1876, when, on the advent into power of the Elliott ministry, it was decided to apportion the duties of agent to several officers. Mr. Edmonds thenceforth, until July, 1880, retained the office of sheriff, and gave a most creditable performance of its work. He enjoyed the confidence of the entire legal profession, and no suits were ever brought against him nor did he bring any except such as were entirely justified and eventuated in his favor.

In 1870, on the organization of the New Westminster Rifle Volunteers under the late Captain Bushby, Mr. Edmonds was appointed lieutenant and adjutant, which position he held until 1874, when, on the formation of the No. 1 Rifle Company he was gazetted as captain, the following memo. being a part of the record: "Formerly lieutenant London Irish Volunteers, holding A-1 class certificate for efficiency, and remained in command until May, 1875, when he retired, retaining rank of lieutenant."

Mr. Edmonds served his city both in the council and as its honorable mayor, and also stood for the provincial legislature, as an independent candidate, but was defeated. In 1883 he received the appointment of justice of the peace for New Westminster city and district. Throughout his career here his confidence in the future and boundless resources and possibilities of New Westminster, city and district, and the entire Fraser river valley, was unshaken, and he gave evidence of this confidence by his extensive investments in the city and district and especially at Port Moody and what has since developed into the phenomenal city of Vancouver. He had large sawmill interests and timber tracts and mines in the province. He was a large shareholder in the New Westminster street railway, the Vancouver Electric Railway and Light Company. His benefactions were large, not only of individual effort as previously indicated, but of material value. He gave Vancouver the site for its most pleasantly situated public school, and the beautiful site for the Episcopal church and parsonage, and to New Westminster he donated a public school site. His activity and philanthropy were always manifest in the work of the Episcopal diocese of New Westminster, and the *Churchman's Gazette* records his repeated benevolences.

In November, 1867, Mr. Edmonds was very happily married to Miss Jane Fortune Kemp. She was born in Cork, Ireland, eldest daughter of

Thomas P. Kemp, of Cork. Six children blessed the home of Mr. and Mrs. Edmonds, all of them born in New Westminster, and five are living, namely: William Humphries, registrar of titles at Kamloops; Henry Lovekin, whose name begins this sketch; Beatrice Elvina, wife of W. A. Monro; Walter Freth, a tea and coffee merchant in Edmonton, Northwest Territory; and Mary Gifford, wife of C. M. Marpole, of Vancouver.

ROBIE LEWIS REID.

Robie Lewis Reid is one of the representative members of the bar of New Westminster, where he has taken a prominent part in legal and political affairs since taking up his residence some ten years ago. He is a capable and talented lawyer, of broad experience and learning, of known probity of character and popularity among all classes, and he has been able to exert a wide influence wherever his career has placed him.

Mr. Reid was born in Kentville, Nova Scotia, November 3, 1866. He is a member of a very old American family, various individuals of which have been men and women of distinguished ability and with a sturdiness of character that has been one of the greatest inheritances handed down to their descendants. This branch of the Reids go back to an old New England Congregational family, and it is known that the earliest ancestor, Samuel Reid, landed on the shores of Massachusetts as long ago as 1660, he and his son, Samuel, Jr., settling at Holton. About 1760 the branch from which Mr. Reid is descended settled in Nova Scotia, where was born Gideon Reid, the father of Robie Lewis Reid. Gideon married Ruth Ann Cogswell. She was a native of King's county, Nova Scotia, but her first American ancestor had settled in Massachusetts in 1649, from which colony his descendants came to Nova Scotia with the Pre-Loyalist immigration of 1760. On both sides of the house the male members were as a rule farmers. The parents, who are both still living, the father at the age of seventy-three and the mother sixty-eight, are Baptists in religious faith, and people of the highest worth and esteem among their fellowmen. There were five children in their family, but only two are living, Harry H. Reid, being a resident of Kentville, Nova Scotia.

With his early education obtained in Picton Academy and at Dalhousie College, and his law studies being pursued at Dalhousie College and in Michigan State University at Ann Arbor, Michigan, where he was graduated, Mr. Reid took up his active practice in Fairhaven, Washington, where he continued for three years, and during that time he was admitted to practice in that state and in the United States district court. He first came to British

Columbia in 1885, and made permanent location in 1892, being admitted to the bar of the province in the following year. He has since practiced his chosen profession at New Westminster, and has a general law practice of profitable and broad extent.

As a Conservative in politics Mr. Reid, in 1900, ran as the candidate of his party against Hon. John C. Brown for the local house, and was defeated by a majority of eighty-two votes in twelve hundred, his opponent being one of the most prominent citizens of the district. Mr. Reid is chairman of Mr. Taylor's committee, and on the stump has been able to do much effective work in behalf of his party. He has been a member of the debenture commission for the city of New Westminster since 1900. He is president of the Columbian Company, Limited, present proprietors and publishers of the well known daily and weekly *Columbian*, one of the most influential papers of the province. He also owns real estate interests in the city.

October 17, 1894, Mr. Reid married Miss Lillie McKenzie, who was born in Kincardine, Ontario, a daughter of Duncan McKenzie. Mrs. Reid is an Episcopalian, and he attends that church with her. Mr. Reid served his city as alderman for two years, 1899 and 1900.

FREDERICK ROBERTSON GLOVER.

Frederick Robertson Glover, local manager of the Westminster branch of the British Columbia Electric Railway Company, descended from a Coventry family prominently identified with the Reformation in England, for zeal in furthering which two of its members suffered martyrdom, was born in 1861 in Glasgow, Scotland. Mr. Glover is the oldest surviving son of the late William Glover, M. D., and Jessie (Wilson-McCallum), his wife, of Hemmingford, province of Quebec, where the family resided from 1867 till 1894.

Hemmingford was the scene of Mr. Glover's early boyhood and school days. From Montreal, where he spent several years in commercial life, in 1881 he went to Winnipeg, and from there, in 1886, came to British Columbia. Actively identified with the Dominion militia from a youth, during the Northwest Rebellion of 1885 he served as a lieutenant in the Winnipeg Battalion of Infantry, a special service corps afterwards known as the Ninety-fifth Battalion of Infantry. Coming to British Columbia he entered the journalistic field, first with the *Vancouver News* and later was city editor of the *News-Advertiser* for a time. In the fall of 1887 he took up his residence in New Westminster, and from then until the end of the year 1895 was city editor of the *Daily Columbian*. In 1895 he was appointed to



J. H. Kirkup

the office of City Clerk, and filled that position for six years until the close of 1901. He then accepted the position of manager of the Westminster Branch of the British Columbia Electric Railway Company, which office he still holds.

As a member of the Board of Trade, and in many other ways, he has taken an active part in public affairs. He is still identified with the military service, and at this writing holds the rank of lieutenant in the Corps of Guides.

In 1889 Mr. Glover married Ada, third daughter of the late James Ellard, one of the pioneer and leading residents of New Westminster.

JOHN KIRKUP.

John Kirkup, who has long been in the public service and has made an honorable record, his course reflecting credit upon those whom he has represented, was born in Kemptville, Ontario, March 13, 1855, his parents being James and Hannah (Taylor) Kirkup. His parents are now deceased. They were both natives of Northumberland county, England.

In the grammar schools of his native city Mr. Kirkup pursued his education and afterward prepared for a business career by serving an apprenticeship to the carriage-making trade. He afterward followed that business for a short period and later turned his attention to housebuilding. In 1876 he removed to Winnipeg, where he engaged in housebuilding and in 1877 he began operating a ferry on Red river. In the fall of the same year, however, Mr. Kirkup came to British Columbia, settling at Victoria, where he engaged in carpentering and building and also in the manufacture of carriages, following the dual pursuit until the fall of 1879. In that year he entered the public service as city policeman of Victoria, occupying that position until May, 1881, when he entered the service of the provincial government as constable and collector at Yale, making his home at that place until August, 1884, when he was assigned to duty in charge of police work on the construction of the Canadian Pacific Railway at Savona. In May, 1885, he was transferred to Revelstoke, where he continued until 1890 and in the summer he had charge of the police work on the Columbia & Kootenay Railroad. Later he returned to Revelstoke, where he remained until May, 1894, when he took a trip to the east and upon his return he went to Duncan's or Vancouver Island, where four months were passed. He was sent to Rossland in March, 1895, as constable and collector, and in 1898 he was made government agent and gold commissioner for the district, still acting in the dual capacity. In the varied official service which he has performed he has

always been found faithful to duty, reliable and trustworthy, looking to the best interests of the general government and of the locality.

On the 1st of January, 1891, Mr. Kirkup was married to Miss Sue Kerr, a daughter of Robert Kerr, of Kemptville, and they have two children, Jack and Robert. The parents are communicants of the Church of England, and fraternally Mr. Kirkup is connected with Corinthian lodge, No. 27, A. F. & A. M., having been treasurer thereof since its organization. He is esteemed for his many good qualities, for his reliability in office, his trustworthiness in private life and well deserves mention among the leading citizens of Rossland.

HON. RICHARD McBRIDE.

Hon. Richard McBride, premier of British Columbia, comes of a well known family of the province, his father, Arthur H. McBride, having come from the north of Ireland to Canada in 1858, while his mother, Mary Darcy, was a native of Limerick county, Ireland. Premier McBride was born at New Westminster, December 15, 1870. Educated in the grammar and high school of New Westminster up to the age of sixteen, Mr. McBride then entered Dalhousie University at Halifax and graduated from that well known institution with the degree of LL. B. in 1890. Returning to this province he began his law reading with T. C. Atkinson, and his second preceptor was the Hon. Angus J. McColl, late chief justice of British Columbia. Called to the bar in July, 1892, he at once began practice as a junior member of the firm of Corbould, McColl, Wilson and Campbell, at New Westminster. In 1893 he struck out for himself and practiced alone until 1895, when he took as an associate Mr. W. J. Whiteside, which partnership being dissolved in the following year he formed a connection with H. F. Clinton, since deceased, which continued until the present firm of McBride and Kennedy was formed.

Mr. McBride's entrance in the larger field of politics began in 1896, when he contested unsuccessfully the New Westminster riding with Mr. Aulay Morrison. In 1898, again in the field, he was elected a member for the Dewdney constituency as a supporter of the government of Hon. J. H. Turner over Charles H. Whitham, and later was returned from the same riding over the same opponent, by an increased majority. On June 21, 1900, he was called to the executive department of the provincial government and given the portfolio of minister of mines, and, going to the people for endorsement, was re-elected by acclamation.

When Premier Dunsmuir, on September 3, 1901, joined with the party

of Hon. Joseph Martin, leader of the opposition, by inviting Mr. J. C. Brown to join the cabinet, Mr. McBride resigned to show his disapproval of the union. The result was that he was largely instrumental in Mr. Brown's defeat in the ensuing by-election. In September, 1901, Mr. McBride was elected president of the Liberal-Conservative Union of British Columbia, and, being chosen leader of the opposition at the opening of the legislature in February, 1902, has remained the leader of his party ever since. On June 1, 1903, Mr. McBride was called by the lieutenant governor to form a new cabinet, since which time he has been premier of the province. He also holds the portfolio of minister of mines.

He was married in September, 1896, to Miss Margaret McGillvray, a native of Ontario and whose parents came from Inverness, Scotland.

MARTIN BEATTIE.

Martin Beattie, in the insurance, real estate and general brokerage business at Kamloops, prominent in business and public affairs of his district, has been closely identified with this section of British Columbia for the past twelve or thirteen years, having transferred a most successful business career, begun and for a long time carried on in his native Ireland, to this western country, where his ability in the conduct of large affairs has enabled him to take a like commanding place among his fellow citizens.

Born in county Cavan, Ireland, in 1850, the son of a successful farmer, Martin Beattie and his wife Eliza (Beatty) Beattie, both of whom are now deceased, Mr. Beattie was reared on his father's farm and received his education in the Royal School of Cavan. He early turned his attention to agricultural affairs, and at the age of nineteen held the important position of land steward for L. T. B. Saunderson, one of the large landed proprietors of Ireland. Two years later he began farming on his own account, and continued that pursuit very successfully until 1880, in which year the chronic land agitation broke out afresh and disturbed all agricultural conditions. In this controversy Mr. Beattie sided with the property owners, and his sympathies led him to take a prominent part in succeeding events, especially as manager of the Property Defence Association of Dublin from 1881 to 1886, after which he organized the Cork Defence Union at Cork, of which he was secretary and manager from 1886 to 1891, inclusive. Owing to the continued unsettled condition of affairs at home, he came to America in 1892, direct to Victoria, this province, and shortly afterward he went to Lytton, where he was provincial constable and collector for a year, and then located in Kamloops. At the latter place he was for some years assessor

and collector and mining recorder for the district. In 1900 he engaged in the insurance, real estate, and general brokerage business, which he has been successfully prosecuting down to date. Since 1901 he has been secretary of the Kamloops Agricultural Association. A member of the Masonic fraternity, he is a past master of his lodge.

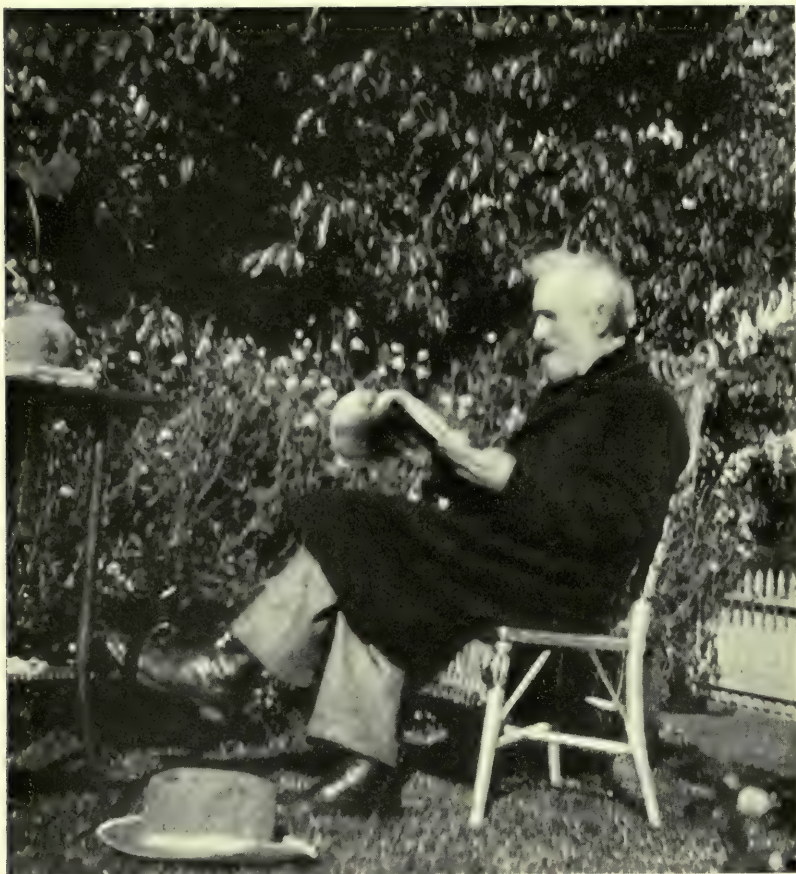
Mr. Beattie married, in 1872, Miss Mary Jane Beatty (not a relative), also a native of Ireland. Their family consists of six daughters and one son, named as follows: Elizabeth, Mary Jane, Harriet, Emily, Florence, John, Mabel.

WILLIAM JAMES HANNA.

W. J. Hanna, the leading undertaker in Victoria, is well known and prominent in business circles of the city, and takes an active part in the various private and public activities. His establishment is located in his new block on Yates street opposite the residence of the Catholic bishop, and there his increasing business will have most eligible quarters and the very best appointments.

Mr. Hanna was born in Durham county, Ontario, March 4, 1854. He is of Scotch-Irish ancestry, only the present generation being native to Canada. His father, James Hanna, was born in county Monahan, Ireland. Grandfather James Hanna was a soldier in the British service, being quartered at different places, and his son James was born while the family lived at county Monahan. At the close of his military service this soldier of the crown emigrated to Canada with his family and located on lands in Durham county, Ontario, where he spent the rest of his life. Mr. Hanna's father was reared in this locality and became a prominent importer and breeder of Ayrshire cattle, and did much to raise the standard of stock excellence. His wife was Miss Sarah Jane Lang, who survives her husband and resides on the old Ontario homestead. James Hanna died of heart failure in 1865. He was a Presbyterian, and everywhere known as a man of high moral character. These parents had seven children, two of whom are residents of British Columbia, J. J. Hanna being a prominent undertaker in Vancouver.

Mr. Hanna spent his youth on his father's stock farm, and received his education in the schools of his native county. In 1887 he went to Winnipeg and became interested in real estate, and later moved to Vancouver and made investments in that city. He left the latter city and came to Victoria in order to establish his present business, which has prospered from the



James Kennedy

first. He took his professional course in the United States College of Embalming at New York city, and received his diploma from there in 1893.

June 15, 1887, Mr. Hanna was married to Miss Ida A. Preston, the youngest daughter of the late Major Preston. They have four children. They are attendants of the Metropolitan Methodist church, and are well known in Victoria society. They have two good residences in this city, one at 114 Pandora street and the other at 66 Royal street. Mr. Hanna is a justice of the peace, having received his appointment to that office May 23, 1899, and was elected as alderman for the north ward for the present year, and is one of the most active members of the present city council. His fraternal affiliations include the Masonic, Odd Fellows and Pythian fraternities.

JAMES KENNEDY.

James Kennedy, deceased, belonged to the preeminent pioneers and men of affairs who have made British Columbia what it is today, who always wielded his influence for the welfare and progress of his city and province, and in whose life are found many elements of strength and character and high-minded personality which in all times and places are found to be the most important factors in a nation's or a community's stability and prosperity.

The long career of this former citizen of New Westminster began on the 9th of December, 1817, in Ballymena, near Belfast, county Antrim, Ireland. His father's name was also James, of the Rampart, Ballymena. In 1839, being then in his twenty-second year and having completed his studies and practical preparation for the profession of architect, Mr. Kennedy sailed for America. For some time he followed his profession in Rochester, New York, and also traveled through Wisconsin, Illinois, and other middle western states. He visited Chicago when the present metropolis consisted of a village of wooden houses, situated on a swampy site reached by stage coach. His inborn love for the old flag and British institutions led him to settle in Canada, and the latter forties and early fifties found him in Toronto. Some of this time was spent in Whitby, Ontario, where several buildings of his designing are still standing. The discovery of gold in Australia induced him to take passage on a sailing vessel for that country, which was then chiefly known as the dumping ground for England's convicts. Sailing from New York in November, 1852, six months later the southland of gold was reached, some of the intervening time having been spent in Cape Town, South Africa. After passing about a year in Australia he returned to

Canada, by way of San Francisco, which was then a small city, thence down the California coast and across Nicaragua to the Atlantic.

In 1854 Mr. Kennedy was happily married at Whitby, Ontario, to Miss Caroline, second daughter of Hon. Marshall B. Stone, state senator of Minnesota. Early in the spring of 1859, after a short stay at St. Paul, Minnesota, the late Mr. Kennedy and his wife started for British Columbia via Panama, there being no trans-continental railways in those days. After a tedious coasting trip of over a month New Westminster was reached. This settlement had just begun, the site having been located by the Royal Engineers under Colonel Moody, and known as "Queensborough." The virgin forest had only recently and here and there been encroached upon by the exploiters of this northwest city, and in this spot the new arrivals literally pitched their tents and for years sustained the usual vicissitudes of pioneers in a new land. As architect and builder Mr. Kennedy employed himself to good advantage, but he also varied his activity, as opportunity and circumstances directed, by teaching school, road contracting and ranching. In later years he superintended for the Dominion government the construction of the postoffice building, which has since been destroyed by fire, and for the provincial government the Provincial Asylum for the Insane, to which considerable subsequent additions have been made. A number of substantial business blocks, designed and superintended in their construction by Mr. Kennedy, were noticeable architectural features of the town before the disastrous fire of 1898.

In addition to his other interests and activities he was an enthusiastic and skilled horticulturist, and planted one of the first and choicest orchards in the country, in the vicinity of New Westminster, which he had the satisfaction of bringing to a bountiful bearing condition in the later sixties.

Mr. Kennedy always took a keen and intelligent interest in public affairs, both local and general, and was interested with his sons, the Kennedy Brothers, during the first years that they published the daily and weekly *Columbian*, to whose columns he occasionally contributed. In religious matters he adhered to the faith of his Presbyterian ancestry, but in his sympathy with every good cause and work he knew no denominational bounds.

Ripe in years, rich with the esteem and honor of his fellow citizens, his life came to a close on November 23, 1902, when eighty-five years old. His probity of character and breadth of interests had made him well and widely known. His life came to a close on November 23, 1902, when eighty-five years old. His wife still survives, and his children are as follows: The sons James, George, and Robert were the publishers and owners of the daily and weekly *Colum-*

bian, a history of which appears in this work. Captain William Kennedy is master of a steamer in the fisheries protective service (federal). Thomas Kennedy is engaged in the tinsmith and cornice business at Vancouver. Miss Mary Emily Kennedy, the only daughter, resides at home with her mother. John Kennedy is a newspaper man, having learned the business in the office of the *Columbian* and since engaged on other papers. Benjamin S. Kennedy is also a newspaper man and a practical printer. Thomas and Benjamin are married, the others are single.

GEORGE M. FOSTER, M. D.

Dr. George M. Foster, engaged in the practice of medicine in Greenwood since 1898, was born in Pembroke, Ontario, November 20, 1875, his parents being Archibald and Margaret (Rowan) Foster, who are still residents of Pembroke, while the father, who was long engaged in merchandising, is now living a retired life in the enjoyment of a well earned rest.

Dr. Foster entered the public schools of his native city at the usual age and continued his studies in the high school at Pembroke, after which he pursued a full course in medicine in McGill University, for he had resolved to make the practice of medicine his life work. After a thorough preliminary training he was graduated with the class of 1897 and was further qualified by nine months' practice in Victoria Hospital in Montreal. He came to Greenwood in 1898 and has since been a member of the medical fraternity, here enjoying a large and constantly growing practice. He is a member of the British Columbia Medical Association and of the Dominion Medical Association.

Dr. Foster is interested in mining, having made judicious investment along this line. He has served as coroner of Greenwood since 1901 and in his political views he is a Conservative. Fraternally he is connected with Greenwood Lodge, No. 28, A. F. & A. M.

CAPTAIN DANIEL C. McMORRIS.

Captain Daniel Chesterfield McMorris, filling the position of city clerk of Nelson, was the first male child born in Chesterfield, Ontario, his natal day being February 6, 1854. His parents, William and Mary (Shield) McMorris, are now deceased. He was a public-school student in Markham and in Galt, Ontario, and he afterward entered upon an apprenticeship to the printing business in St. Marys, Ontario, being connected with newspaper work until 1875, when his health became impaired and he turned

to sea-faring life, hoping that it would prove advantageous to him. He worked on the lakes during the summer and followed printing during the winter months and gradually he was advanced until he became captain. He was thus engaged until 1881, when he returned to the journalistic field, becoming editor of the *Meaford Mirror*, continuing the publication of that paper until October, 1888, when he accepted a position as editor of the *Kamloops Sentinel*, remaining in charge of that paper until June, 1901, when he returned to seafaring life, accepting a position as captain with the Columbia & Kootenay Steam Navigation Company on the steamer Nelson, plying on Kootenay Lake, remaining in that capacity until March, 1903. He then accepted a position as city clerk of Nelson, British Columbia, and is still serving in that way, his public duties being discharged in a manner most gratifying to the municipality.

In December, 1875, occurred the marriage of Mr. McMorris and Miss Lucy Publow McPherson, a resident of Kincardine, Ontario. They had one child, William. In December, 1881, Mr. McMorris was again married, his second union being with Miss Elizabeth J. Winters, of Ontario. They are members of the Presbyterian church and Mr. McMorris is affiliated with the Independent Order of Odd Fellows.

HERBERT RIDLEY TOWNSEND.

Herbert Ridley Townsend, who is occupying a position in the supreme and county court registry office at Rossland as district registrár, was born in Victoria, British Columbia, September 29, 1868, his parents being William B. and Eliza (Ridley) Townsend, both of whom are living in Rossland. The father arrived in Victoria in January, 1858, becoming one of the pioneer residents of the locality, for the work of improvement and progress had scarcely been begun throughout the province, the settlements being largely those of a shifting mining population drawn hither by the hope of the discovery of gold. He took an active and helpful part in the substantial improvement of his locality and is now one of the honored pioneer residents of this part of the province.

Mr. Townsend of this review was six years of age when he accompanied his parents on their removal from Victoria to New Westminster. He attended the public schools of both cities and was graduated from the high school of the latter place. He afterward accepted a clerkship with the company that built the New Westminster & Nanaimo Gas Works and subsequently he was a purser on his father's boat, the Gladys, on the Fraser river, while later he entered the employ of the Canadian Pacific railroad in



James S. L. Maitland - Langell,

the machine shops at Kamloops. He afterward occupied a similar position at Vancouver, but later resigned on account of his health and in 1888 went to New Westminster. He continued as purser on the Gladys until the boat was sold in 1889, in which year he entered the employ of S. T. Mackintosh and when the merger took place he worked for the tram company. Later Mr. Townsend turned his attention to the printing business, but did not find that a profitable field of labor and he entered the public service in May, 1893, in the land registry office in New Westminster. In July, 1896, he was transferred to Rossland, where he has since remained and in the discharge of his public duties he is prompt, capable and reliable, having the entire confidence of those concerned.

In 1899 Mr. Townsend was united in marriage to Miss Mary Augusta Vercoe, a resident of Toronto, and they have two children: Dorothy Frances and Helen Alma Ridley. The parents are members of the Church of England and are prominent in the social life of Rossland, having the warm regard of many friends. Mr. Townsend is actively interested in military affairs. From the 2d of October, 1885, until 1888, he was a member of the New Westminster Rifle Company, and from 1888 to 1896 belonged to the Fifth Canadian Artillery. In April, 1898, the Rocky Mountain Rangers, No. 1, was formed and Mr. Townsend has since been a member of the organization, serving as lieutenant in command since the fall of 1902. He is well versed in military tactics and has a well trained company noted for its skill and efficiency.

JAMES ST. LEGER MAITLAND-DOUGALL.

James St. Leger Maitland-Dougall, of Duncans, has for a number of years been a leading public official in the Cowichan district, holding numerous offices of trust and responsibility, and his public-spirited exertions and enterprise have contributed much to the substantial welfare and progress of his district.

Mr. Maitland-Dougall was born in Scotland, on January 17, 1867, a son of William H. and Elizabeth (Stark) Maitland-Dougall, both deceased. His father attained the position of admiral in the British navy, and was a man of strong and forceful character and eminent in every station of life. The son received his education in the English public schools and in Fettes College at Edinburgh. For three years he was a clerk in a Liverpool establishment, and in 1886, when an ambitious and energetic youth of not yet twenty years, he came out to British Columbia. For the first three years he was engaged in farming in the Cowichan district, after which he returned to

Scotland on a visit. On his return to this country he engaged in surveying in this province for two years and a half, and then became an employe in the Dominion immigration office at Vancouver, remaining in that office a year and a half, until it was closed down. He then returned to the Cowichan district and served eight years as constable. In 1899 he was made acting government agent and stipendiary magistrate, and after fifteen months' service he received the regular appointment to these offices, which he still holds. His other official positions are registrar of county court, magistrate under the small debts act, registrar of voters, registrar of births, deaths and marriages, and assessor and collector. He owns considerable residence property at Duncans and in the district, and throughout has had a prosperous and honorable career.

Mr. Maitland-Dougall was married in March, 1894, to Miss Winifred McKinstry Watson, a daughter of Dr. Watson, of England. The two children of this union are Hamish Kinnear and William McKinstry. Mr. Maitland-Dougall affiliates with Temple Lodge No. 33, A. F. & A. M., and his church is the Church of England.

CHARLES HAYWARD.

Charles Hayward (ex-mayor), arrived in Victoria in the spring of 1862, at once became identified with one of the city's most important early industries, has since followed out a most successful business career, has devoted himself to the general welfare and progress of this city, and in all the relations of a very busy life been found on the side of right and reform and permanent civic advancement.

Mr. Hayward is an Englishman by birth, having been born in Stratford, Essex, May 12, 1839, eldest son of Charles and Harriet (Tomlinson) Hayward. His father was a merchant, and both parents were consistent members of the Church of England. Mr. Hayward received his early education in Salem College, Middlesex. When it became time to turn his attention to some life work he was at fourteen years of age apprenticed to the carpenter and joiner's trade, and thoroughly prepared himself by seven years' service under all the formalities of the old style of indenture.

In 1862 he married, and in the same year set out for the new world. He came round by the Isthmus of Panama and arrived in San Francisco late in April. There being no overland telegraph at that time his ship brought to that port the latest news of the American civil war, and there were large and excited crowds at the wharf eager for the tidings of the conflict in the east. From San Francisco Mr. Hayward continued his voyage via Portland

by boat to Victoria, where he arrived in May. He at once started a sash and door factory and engaged in contracting and building, so that he was one of the first connected with that line of business in this city, and in the subsequent years he has accomplished a great deal along that line. Immediately on his location here he became interested in the city's welfare, and he has ever since shown his confidence in the future greatness of Victoria by investments in city property; and his own prosperity and interests have kept pace with the city's growth.

Mr. Hayward's public career is especially notable in its place in this history. He was elected and served three years as councilman of his city, and on the progressive ticket was elected to the office of mayor. In that office for three successive years he used his power and influence for many excellent works. He actively promoted the filling up of the James Bay mud flat and the building of the fine causeway there, an enterprise which has borne good fruit and become one of great importance to the city. He also gave his influence to the settlement of the bridge disaster claims without further recourse to law, and to the rebuilding of the fine steel bridge at Point Ellis. He also succeeded in consolidating a portion of the city debt, whereby the rate-payers benefited to the extent of about four thousand dollars per annum, extending over twenty years.

The school system of the city has likewise found an earnest and effective supporter in Mr. Hayward. He served as a member and chairman of the school board for fifteen consecutive years, and during that time several fine school buildings were erected, a local superintendent appointed, and other matters for the progress of education promoted. He has been president and a member of the hospital board, is now president of the Protestant Orphanage, Pioneer Society and Children's Aid Society. He affiliates with the Pioneers, the Masonic fraternity, the Odd Fellows, Sons of England and the Foresters, and for many years has been a warden and member of the Reformed Episcopal church, and a Justice of the Peace for the province of British Columbia.

Mr. Hayward was married, as previously mentioned, in Westham, Essex, England, in 1862, to Miss Sarah McChesney. She remained his faithful helpmate and life companion for thirty-nine years, and her death in 1901 was felt as a loss not only to her immediate family but to the entire community. She had been one of the first teachers in the public schools of Victoria, and was a greatly beloved woman, and drew to her many warm and devoted friends who sincerely admired her excellent qualities of heart and mind. There were altogether nine children in the family, but only the

three following named are surviving, viz.: Ernest Chesny, B. A., professor of electrical engineering; Reginald, of the firm of John Piercy & Company; and Florence, now the wife of Walter S. Fraser.

HORATIO WEBB.

Horatio Webb, of Chilliwack, has been a prosperous and progressive farmer in the Chilliwack valley for over thirty years, and has applied his energies to his occupation so well that he is esteemed as one of the leading agriculturists of his vicinity. He has also manifested a public-spirited interest in the affairs of his district and municipality, and in more than one enterprise and capacity has forwarded the welfare and general prosperity of Chilliwack.

Mr. Webb is a native Englishman, born at Marston, Bedfordshire, England, April 28, 1852, his parents, John and Caroline (Fane) Webb, being both deceased. After his educational training was completed in the Marston public school he assisted his father in farming, and remained at home engaged in such work until he was seventeen years old. He then emigrated to the new world, and after spending a summer in New York he came out via the Union and Central Pacific Railway, on the first through train to Oakland, California, in September, 1869, to Chilliwack, where he has thus been numbered among the enterprising citizenship for thirty-five years. The first two years he was in the employ of Johnathan Reece, and he then bought eighty acres of land and began farming on his own account. Since then he has owned at various times other tracts of farming land, but he now retains only the original beautiful and productive home place, where he has a pleasant home and is surrounded by comforts and conveniences such as his lifetime of energetic effort has well earned.

Besides being so active in his own private affairs, he has been a leader in various civic movements and undertakings. He is an active member of the Church of England, having been identified with that denomination in Chilliwack from the beginning, and in the early days helped to bring the first church from Fort Douglas to Chilliwack in canoes, a distance of sixty miles, crossing the Douglas lake, about thirty miles wide. For nine years he served as deputy sheriff under Sheriff Armstrong, and he has been assessor and auditor for the municipality for three years. He is a shareholder and a director in the Eden Bank creamery, and is a director of the New Westminster Fair Association, and at one time was vice-president of the Victoria Fair Association. He is a Conservative in politics. Fraternally he affiliates with Ionic Lodge No. 19, A. F. & A. M.



G. B. Funstall

Mr. Webb was married in 1875 to Miss Lucy Ada Hopkins. Mrs. Webb was born at De Ruyter, New York, March 17, 1850, and is a member of the noted Grant family, whose various members have for generations been foremost in the professional, public and industrial affairs of this continent, President Grant being a member of this family, and just recently a biographical work has been compiled and published, containing the complete family history in all its branches. Mr. and Mrs. Webb's seven children are as follows: John Frederick, Caroline Louisa, Daisy Manetta, William Horatio, Alice Ada, Charles Wilmot and Harold Francis.

DUNCAN CAMPBELL, M. D.

Dr. Duncan Campbell, engaged in the active practice of medicine at Rossland, was born in Port Perry, Ontario, March 14, 1864, his parents being Donald and Christiana (McArthur) Campbell, who are still residents of Port Perry. He was reared under the parental roof and at the usual age began his education as a public school student. When he had completed the high school course in his native city he determined to study medicine, and in Toronto University he was graduated with the class of 1884. He then began practice in Niagara Falls, where he remained until 1897. That year witnessed his arrival in Rossland, British Columbia, and he has since been in active practice here.

Dr. Campbell was united in marriage in 1884 to Miss Mary Meek, a daughter of Thomas Meek, of Toronto, and they have three children: Merwyn, a graduate of medicine in Toronto University; Gladys and Edith. In his political views Dr. Campbell is a Conservative and he belongs to the Presbyterian church.

GEORGE C. TUNSTALL.

George C. Tunstall is a well known British Columbia pioneer, having made this province the field of his industry and business activity for over forty years. The greater part of this time has been passed in Kamloops, where he is a highly esteemed citizen and prominent provincial official. Having lived in the province for so many years, he has been a witness of its entire industrial growth and development.

He was born in Montreal, Canada, December 5, 1836, a son of James M. and Elizabeth (Woolrich) Tunstall, both of whom are deceased. In 1862 he crossed the plains to British Columbia, settling at Cariboo, and for a number of years was engaged in mining on Williams creek. In the fall of 1879 he went to Victoria, and in the following December was ap-

pointed to the office of government agent at Kamloops. This was the beginning of his official and residential connection with Kamloops, and he has thus been a citizen for a quarter of a century. In 1885 he was appointed gold commissioner for the Similkameen district, which office he held until the spring of 1889. He was then appointed and served for two years as gold commissioner for West Kootenay, until his appointment as government agent and gold commissioner at Kamloops, offices which he still administers. He is also district registrar of the supreme court, registrar of the county court and stipendiary magistrate.

Mr. Tunstall was married in 1865 to Miss Annie Morgan, who died in 1873, leaving two children, Charles Augustus and George Christie. The family are adherents of the Church of England.

JOHN DEAN.

John Dean, who is engaged in the real estate and mining brokerage business in Rossland, was born in Stretton, Cheshire, England, on the 17th of December, 1850. His father, who was a farmer by occupation, died in the year 1856 and his mother passed away in 1858, so that he was left an orphan when only eight years of age. He then went to live with relatives at Warrington, England, and subsequently went to Liverpool under the direction of the executors of his father's estate. At Warrington he served a term of apprenticeship with the firm of Gibson & Sons, contractors and builders, during which time he gained intimate and accurate knowledge of the business. The opportunities for advancement in the new world, however, proved very attractive to him and on the 2d of January, 1873, he left Liverpool for Toronto, where he remained until May, 1876. He then attended the Centennial Exposition in Philadelphia, Pennsylvania, and following his visit there made his way to New York City. On the 17th of February, 1877, he started by steamer for Galveston, Texas, where he spent five years in varying periods in the principal towns of that state. In 1882 he went to England, intending to remain, but not finding conditions favorable there for business advancement he only paid a visit to his native land. He went to both London and Paris and afterward sailed again for New York, where he arrived in April, 1883. He thence proceeded to Washington, D. C., where the summer was spent, leaving there in December for San Francisco and stopping off at Kansas City, Omaha, Salt Lake and Leadville. After a sojourn of four months in San Francisco, Mr. Dean went to Victoria, British Columbia, and the following year he secured a building contract on the Canadian Pacific Railroad, at which he worked until 1886. In that year he joined the rush for the

Granite creek placer diggings and an extract from his diary dated April 4, 1886, says: "Went to church held by Mr. Irwin, about twelve men present. Bought two claims on Granite creek, sold half interest to a partner and spent six months work and twelve hundred dollars in prospecting without finding paying ground. Made a present of the outfit to my partner and tramped to Hope on the Fraser river, a distance of seventy miles." The following decade Mr. Dean was engaged in contracting and building at Victoria and also in real estate speculation, where he still owns considerable real estate in the city, and suburbs, and where he ultimately hopes to make his home. He came to Rossland April 26, 1896, and opened a real estate and mining brokerage office. Since that time he has secured a good clientage along these lines, making judicious investment both for himself and others and negotiating many important real estate and mine transfers.

In 1900 Mr. Dean was one of Rossland's aldermen, serving as chairman of the board of public works. In 1903 he was elected mayor and was one of the mayors who met President Roosevelt in Spokane. His interest in community is deep and sincere and his efforts in behalf of public progress have been far-reaching and beneficial. Mr. Dean is a member of Columbia Commandery, K. T., at Washington, D. C., and he belongs to the Independent Order of Odd Fellows and the Encampments. A history of pioneer experiences in the far west is familiar to him not as a matter of record but as a matter of experience and with the substantial improvement of the country he has been closely associated, putting forth beneficial and far-reaching effort to further improvement and substantial upbuilding.

JOHNSTONE PRESCOTT MYERS GRAY.

Johnstone Prescott Myers Gray is identified with the local profession for which by natural attributes and thorough preparation and research he has proved his fitness, realizing that in this calling more than in almost any other success depends upon the force of the individuality and that as an exponent of the law he must display in unusual degree a keenness of power of analyzation and logical summarizing of the chief points in a case. Mr. Gray has proved himself a leader in attaining the creditable position which he now holds as a representative of the bar at Greenwood.

A native of Halifax, Nova Scotia, born on the 20th of January, 1872, Mr. Gray is a son of W. Myers and Laliah W. (Richie) Gray, both residents of New Westminster, British Columbia. Their son was educated in St. Stephens College in New York, and following his graduation he came to British Columbia in 1891, being then a young man of nineteen years. He

turned his attention to engineering work and spent two years in the construction of the New Westminster water works. He then studied law with his father and was admitted to the bar in November, 1898. He removed to Greenwood in 1899 and entered into partnership with Judge Leaney, the present county judge. Mr. Gray has served as city solicitor for four years. In addition to his practice he is interested in mining, having recognized the opportunity for judicious investment in mining property in the province. His political views are in accord with the principles of the Conservative party.

JOHN STILWELL CLUTE.

John Stilwell Clute, who is engaged in the life insurance business in Rossland, is a native son of the province, his birth having occurred in New Westminster, March 23, 1867, his parents being J. S. and Jennie (Clarkson) Clute, who are residents of New Westminster, the father occupying the position of inspector of customs there at the time of this writing in the winter of 1904-5.

John S. Clute began his education in the public schools of his native city and progressed by successive steps until he had completed the high school course, after which he became a student in the collegiate institute at New Westminster. When he had put aside his text books he accepted a position in the land registry office, where he remained for a short time and was then articled to W. Norman Bole (now judge) and H. Fiemies Clinton as a student at law. Following careful and thorough preparation for the bar he was admitted in 1893 and subsequently engaged in active practice with his former preceptor Mr. Clinton until 1895 when he came to Rossland and entered upon practice alone. He afterward formed a partnership with J. A. Macdonald, leader of the Provincial Liberal party, and was with him until 1902. He has since been engaged in the life insurance business and has secured a good clientage, writing many policies each year that represent a large investment. He is now the Rossland representative for the United States Fidelity & Guarantee Company, the Travelers Accident Company and the Mutual Life Insurance Company of New York.

In 1893 was celebrated the marriage of Mr. Clute and Miss Mary Louise Robertson Walker, a daughter of Rev. James Walker, of Edinburgh, Scotland, and their attractive home in Rossland is celebrated for its gracious and charming hospitality. Mr. Clute is very prominent in Masonic circles, is a past master of Corinthian Lodge No. 27, A. F. & A. M., G. R. B. C. He is also past principal of Rossland Chapter No. 122, R. A. M.; and constable of

Rossland preceptory, No. 38, K. T. He likewise belongs to El Katif Temple of the Ancient Arabic Order of the Nobles of the Mystic Shrine at Spokane, Washington, and he is thoroughly informed concerning the tenets and teachings of the craft, while his life in many respects is an exemplification of its beneficent spirit. Mr. Clute is a member of Rossland lodge, Sons of St. George; is a past master of the Ancient Order of United Workmen at Rossland; is a charter member of Rossland Lodge No. 31, K. P.; and past chief ranger of the Canadian Order of Foresters. He likewise belongs to Post No. 1, of the Native Sons of British Columbia. His religious faith is Presbyterian. In his political views Mr. Clute is a Conservative. He has been alderman of Rossland since 1898 and served as license and police commissioner of the city for several terms, while in 1902 he was elected mayor and discharged the duties of the position with such capability that he was re-elected in 1904 and is therefore the present incumbent. He is a justice of the peace for the province and has handled the reins of municipal government in an able manner—has made a close study of conditions existing here and has so utilized the means at hand as to make his services of direct and permanent good to the city. He holds the general welfare above personal aggrandizement and over the record of his public career there falls no shadow of wrong or suspicion of evil.

JAMES W. BLAND.

James W. Bland, of Derriquin, Victoria, came to British Columbia when this was a great undeveloped district rich in its natural resources, yet having few settlers to enjoy its benefits and develop its business possibilities. He landed from the steamer *Forward* at Victoria on the 3rd of February, 1859, and is now numbered among the pioneer settlers of the Province, who are wide and favorably known. He was born at Callao, Peru, on the 3rd of February, 1853. His father, James Bland, was a native of London, England, born September 17, 1829. The ancient family of Bland came over to England with William the Conqueror from Normandy and settled in Yorkshire. The ancient name was de Blande, and one, the Rev. John Blande, was burned at Smithfield in 1555, from whom descends John Bland of Sedbergh, Yorkshire, who was father of the Rev. James Bland, M. A., vicar of Killarney, archdeacon of Aghadoe and dean of Ardfert, admitted to St. John's College, Cambridge, in May, 1684; married Lucy, daughter of Sir Francis Brewster, Kt., of Westminster, Lord Mayor of Dublin, and Arabella Herbert, his wife, and granddaughter of Edward Herbert, Esq., of Muckcross (son of Thomas Herbert and Mary Kenny of

Killinagh, county Kerry), and Agnes Crosbie, daughter of Patrick Crosbie, of Tubrid, and had issue. His second son, Nathaniel Bland, LL. D., judge of the prerogative court of Dublin and vicar general of the diocese of Ard-fert and Aghadoe, married first Diana, only daughter of Nicholas Kemeys, Esq., and had issue, first, George Bland, second, John Bland, who married Miss Grace Phillips, whose daughter became known as Mrs. Jordan, the celebrated actress, third, Rev. James Bland of Derriquin Castle, county Kerry, Ireland, and vicar of Ballyheigh, who married first Elizabeth, daughter of Christopher Julian, and secondly, Barbara, daughter of — Nash, Esq., and by the former had issue only. His second son, James Bland, married Miss Anna Mahoney of Killarney in 1806, and left Ireland and went to London, England, in 1812, and had with other issue an only son James Bland, born in 1829, and married July 1, 1850, Miss Elizabeth Everson, daughter of Joseph Everson, Esq., of London, and had issue.

The father of our subject was educated in England and served in the Royal Navy until 1850, when he went to Callao, Peru, where he was engaged in business until he removed to Victoria in 1859. He was a marine engineer and served in that capacity on the famous steamer Beaver, on the Maude and on the Otter. He died on the 17th of March, 1894, at the age of sixty-four years and six months. His wife, who shared with him in the experience of pioneer life of this section of the country, is now in her seventy-fifth year, her birth having occurred on the 12th of January, 1830. This worthy couple were the parents of ten children, of whom six are now living, all being residents of British Columbia, namely, Henry Joseph, John, James, Joseph, Elizabeth, who is now the wife of P. R. Smith, and Frederick William.

James William Bland pursued his education at the Jessop school in Victoria and has led a very active life. In 1889 he was appointed usher of the supreme court of the province of British Columbia and is filling that position at this writing.

In 1875 Mr. Bland was married to Miss Hannah Elizabeth Clunk, a native of London, England, and the eldest daughter of William Thomas Clunk. Two children have been born unto them: James Allan, whose birth occurred June 6, 1876; and William Henry, born September 10, 1877. The elder son is a clerk in the office of the Law Society of British Columbia, while the younger son is a druggist. Both are young men of good business ability and much prominence and are still living at home with their parents. They take great pleasure in devoting their leisure hours to beautify the grounds around the family residence. James A. is particularly interested

in the growing of prize flowers, and his sweet peas have won all the first prizes at the shows held in Victoria and Vancouver for the past three years, and the sweet pea vines have attained the remarkable height of fourteen feet. These young men are of the ninth generation of the Blands whose history is a matter of authentic record. In England and in Ireland the family has been represented in the nobility.* The Blands of the United States are also descended from the same ancestry, and the United States senator of that name, the distinguished champion of free silver, is of the same stock.

James W. Bland is a member of the Ancient Order of United Workmen, and for over twenty years he was a member of the Victoria volunteer fire department, belonging to Deluge Company No. 1, and to Hook and Ladder Company No. 1. A resident of Victoria from his early boyhood days he has witnessed much of its development.

WILLIAM WADDS.

William Wadds, who is filling the position of postmaster at Rossland, to which he was appointed in October, 1895, having been the incumbent since that time, was born in the north of Ireland, January 22, 1867, his parents being George and Margaret (Bell) Wadds, both of whom have passed away. William Wadds left Ireland when ten years of age and crossed the Atlantic to Ontario. His education was acquired at Barrie and was afterward articulated to the jewelry business in Barrie and also served a part of his apprenticeship in Toronto. He followed that pursuit for fifteen years and in 1891 he arrived in British Columbia, locating first at Vancouver, where he followed his trade until 1895. In that year he came to Rossland and for a short period was engaged in the jewelry business here on his own account. In October of the same year, however, he was appointed postmaster of Rossland and has since administered the affairs of that office, proving a capable official.

In 1897 Mr. Wadds was united in marriage to Miss Ethel Morris, a resident of Vancouver and they have one child, George Morris. They held membership in the Episcopal church and have a large circle of warm friends in this locality, being held in favorable regard by those who knew him.

*Arms.—Ermine, on a bend sable, three pheons or, in the sinister chief point a cinquefoil, vert. Crest.—A cock proper, charged on the breast with a pheon or. Motto.—Eloquentia Sagitta.

J. S. C. FRASER.

Honored and respected by all there is no citizen of Rossland who occupies a more enviable position in financial circles than does J. S. C. Fraser, who for twenty-six years has been in the employ of the Bank of Montreal. He entered the services of that institution at Ottawa, Ontario, and was afterward with the branch house at St. Johns, New Brunswick. Subsequently he was located at different times in Toronto and Hamilton, Ontario, in connection with the banking establishments there and in 1888 he came to British Columbia as accountant in the New Westminster branch. In July, 1896, he was appointed manager of the Rossland branch and has since served here. He is thoroughly familiar with the banking business in every department and in control of the institution of which he is now manager he has shown excellent business ability, making the institution one of the strong financial concerns of this locality and securing for it a desirable patronage.

Mr. Fraser has been very active and influential in community affairs and in athletics. He is recognized as the leading spirit in public interests and his co-operation may always be counted upon to aid in the advancement of every measure for the general good. He was president of the board of trade for two years and it was at his suggestion that the associate boards of trade of eastern British Columbia came into existence. He introduced the idea in his annual message to the Rossland board of trade and fostered the measure until it became an actuality. He was then elected the first president of this association and through his active connection with the office he has done much to promote trade interests in his section of the province.

Mr. Fraser is also deeply interested in athletics and is president of the Rossland Curling & Skating Rink Company and also president of the Kootenay Curling Association. He takes great interest in anything along athletic lines and he was elected the first president of the Rossland Club, which was established in 1897, and has continuously held that office. He is regarded as one of the foremost citizens of the community, active in public life as well as banking circles, and his efforts for the general good have been far-reaching and beneficial.

KENNETH C. B. FRITH.

Kenneth C. B. Frith, filling the position of postmaster of Greenwood, was born in St. John, New Brunswick, April 2, 1868, his father being H. W. Frith, now deceased. He was a public school student in his native city and after putting aside his text books was engaged in the insurance business for

a short time. Later he went to Florida, where he was connected with the orange trade for four years, when the "big freeze" of 1890 ruined his trees and he returned to St. John. He then entered the hardware business, in which field of commercial activity he remained for ten years and in 1898 he came to Greenwood, where he has since lived. Entering the employ of Postmaster King he remained with him for six months and upon his resignation Mr. Frith was appointed to fill the office in January, 1900, and has since acted in that capacity. He is a member of the Greenwood Lodge No. 29, K. P.

THOMAS RUSSELL MORROW.

The commercial activity of Rossland finds a worthy representative in Thomas Russell Morrow, who is conducting a drug store there. He was born in Orangeville, Ontario, February 9, 1862, and is a son of Allan L. and Elizabeth (Robinson) Morrow, both of whom are deceased. The son was educated at Owen Sound, attending the public schools until he had mastered the branches taught in the high school. He afterward took a full course in Ontario College of Pharmacy and thus prepared for the practical duties of his active and responsible business career. He was articled in Chadsworth and served for four years, when on the completion of his term of indenture he accepted a position in the Winnipeg Drug Hall, where he remained for three years. He then returned to Toronto and was there engaged in the drug business for three years, after which he came to British Columbia in 1888. Settling in Vancouver he opened a drug store on his own account and conducted it until 1895, when, feeling that he would have a still more advantageous field of labor in Rossland he came to this place and in the fall of 1895 opened his drug store which he has since conducted with constantly increasing and gratifying success. He has a good store well equipped with a large line of drugs and other goods found in a first class establishment of this character and a liberal patronage is accorded him in recognition of his honorable dealing and his earnest desire to please his patrons. He has been largely interested in mining, in which he has been very successful and he still has extensive mining property, whereby his income has been materially increased.

In 1889 occurred the marriage of Mr. Morrow and Miss Isabelle Pearsall, a daughter of George Pearsall, a hardware merchant of Toronto. Mr. Morrow belongs to the Ancient Order of Foresters and to the Presbyterian church, and is interested in all that pertains to the intellectual, moral and social progress of his adopted city. Coming to British Columbia with the hope of bettering his financial condition he has found here the opportunities

he sought and by using the advantages which surround every individual he has worked his way steadily upward to a position of business prominence while he is now enjoying a comfortable competence as the reward of his capable management and judicious investment.

WILLIAM SHANNON.

William Shannon, of Vancouver, British Columbia, who is superintending his real estate and invested interests, is numbered among the pioneers of British Columbia of 1862. At that time a few courageous frontiersmen hazarded to locate within the borders of the province, which was, however, a wild district; its lands unclaimed, its resources undeveloped and the country but very little explored, and the greater part of it had never been seen by white man. The work of progress and improvement was a thing of the future and there was little promise of early rapid growth. In the years which have since passed, Mr. Shannon has witnessed a wonderful transformation and has largely aided in the labors which have brought the change. Watchful of business opportunity he has made judicious investments as occasion has offered and is now the possessor of valuable realty interests in Vancouver and elsewhere in this province.

A native of Ireland, Mr. Shannon was born near Sligo on the 19th of February, 1843. His father, Peter Shannon, was born near Londonderry, and among his ancestors were several of the apprentice boys who closed the gates and cried "no surrender" when the siege of that old historical city occurred. After arriving at years of maturity, Peter Shannon wedded Miss Catherine Lytle, also a native of Sligo, whose father was a local preacher under the Rev. John Wesley, and traveled in company with him in different parts of Ireland, assisting him in establishing missions. When Miss Lytle was quite a girl, most of her people moved to the state of Ohio and settled in what is now the city of Cincinnati; and their descendants are now among the most influential men of that city. Mr. Shannon's father was also connected with the first Methodist preachers in the north of Ireland and became a local preacher among them; he remained so until his death, having pursued this work for over forty years, and when his son William was six years of age he crossed the Atlantic with his family, including his wife, six sons and four daughters. He settled in the township of Ops, county Victoria, province of Ontario, near Lindsay, where he purchased land. There he improved a farm and made a good home, carrying on agricultural pursuits for many years. He did all in his power to advance the moral, intellectual and political interests of his community; was a mem-



Wm. Shannon

ber of the township council and much respected by all with whom he came in contact.

William Shannon was reared upon his father's farm and his education was acquired in the public schools nearby. He was in the twentieth year when he came to the far west to seek a fortune. After remaining a short time in California, in Oregon and Washington, he continued his way northward and arrived in British Columbia in June, 1863. He then made his way into the mining regions, where he had the usual successes and losses that fall to the lot of the miner. In 1865 he started the first trading post that was ever started, in the south end of the Okanagan country, where he remained for a short time, and was very successful in business. At that time the first and great gold excitement broke out in the Kootenay country, which is known as the big bend of the Columbia river. Mr. Shannon was among the first who fitted out at Fort Colwell with boats, etc., and ascended the Columbia river to its head waters. He visited the ground where the town of Nelson now stands, and also the Wild Horse creek and Columbia lakes. In 1866 he took charge of a small party who started from the Big Bend mines on the Columbia river in order to explore the country from the head of the Columbia river, or the mouth of Canoe creek into the Rockies and from there northward into the Peace river country. It was at that time a very hazardous undertaking and but very little was known of that unexplored region. Their provisions became exhausted, and for a length of time they subsisted on what they could catch by trapping and hunting. The party here divided, and Mr. Shannon and another man made their way back to the mines. The others went eastward to Fort Edmonton, and afterwards they went north and were for three years exploring the McKenzie river country, during which time they never saw a human being. They followed up the de'Lure river until they came to Diese lake, where they discovered the first gold that was found in the Cassiar country. Here they met an Indian trapper, who told them where they were; that they were within one hundred and fifty miles of a Hudson's Bay fort. Until this time they were at a loss to know their location.

The following season Mr. Shannon continued his explorations in the north, and for a time engaged in fur trading with the Indians, with fair success. It was at this period of his life that he acquired his very extensive knowledge of the country. At this time the Western Union Telegraph Company were exploring for their line from here to Behring Straits. Mr. Shannon listed with the company as one of the explorers, but after a few months' preparatory work, the Atlantic cable proving a success, the company aban-

doned their works. About this time also Mr. Shannon, in connection with his brother Thomas, who accompanied him from the east, took up farms in the Chilliwack valley and was among the first settlers there. At that time there were no roads in any part of the Lower Fraser, but what produce the few farms grew at Chilliwack was shipped by boat to Yale, which was the only market in the lower country at that time. Later he became interested in the freighting business of the Cariboo mines and drove the first big wagon into Williams Creek. A short time afterwards, he went into placer mining extensively, and was considered by many as being among the best miners in the country, and assisted in making improvements upon the means of saving the fine gold. He was later again engaged extensively in farming in connection with his brother in the Chilliwack country. By this time quite a number of people had taken up farms along the Fraser, and farming became quite an industry, and the government gave the first assistance in the shape of building roads. A deputation from the settlement in Chilliwack went to Victoria to prevail upon the government to establish municipal councils in different localities. Mr. Shannon was one of that deputation and helped to draft the first municipal act that was passed by the government of British Columbia. Later on the Chilliwack settlement was formed into a municipality, which was the first in the province.

At this time quite an immigration was coming to the Fraser valley. The lands were then unsurveyed and very little known about them. Mr. Shannon then turned his attention to assisting in the settlement of the lands along the Fraser; he spent much time in acquiring information and afterwards assisting settlers to locate. The land law required that a post was to be put in, and each man described his boundaries from that post; and those who were unacquainted with the work found it very difficult. Mr. Shannon located a great number of settlers in different parts of the Fraser, more particularly the Chilliwack country, which was nearly entirely settled through his efforts, and he never charged one dollar for his services which he rendered to those settlers. About this time the government constructed the main trunk wagon road through the Fraser, which runs from Ladners **through to Chilliwack**. This was a great assistance to those who were anxious to settle upon land. After the completion of this road Mr. Shannon, in connection with his brother Thomas, purchased land situated in Clover valley and shortly afterwards commenced farming that land. The wild clover grew in this valley abundantly, and it was when addressing a letter soon after their arrival there that Mr. Shannon gave the valley its present name, "Clover Valley," which is one of the prettiest and most prosperous

settlements on the Fraser river. For some years after this Mr. Shannon engaged extensively in the lumber business, with which he was very successful. He has been considered an expert in valuing standing timber, and has given much valuable information in this connection. He is quoted by some of the best commercial papers as the most expert man in this line on the Pacific coast.

In 1886 Mr. Shannon started on an extended exploration. He spent that summer in the northern country and towards the coast. He traveled through the whole of the Chilcotin country and north near the Skeena river. Some time after he submitted a report of the northern country to the government, and acting upon his suggestions they sent surveyors to the north and made some surveys and mapped out part of the country described by Mr. Shannon. That same year in the fall he visited his old home near Toronto, Ontario, which he had not seen for over twenty-five years. He also traveled extensively through different parts of the states during the same year. While in the east he was married on the 15th of December, 1886, to Miss Eliza McIndoo, who was born and educated there, and is a daughter of William McIndoo, who still resides there, having come to the new world from county Cavan, Ireland. The marriage of Mr. and Mrs. Shannon has been blessed with one son, William Lloyd Shannon.

Mr. Shannon settled in the city of Vancouver in March, 1887, and engaged in the real estate and commission business; since then he has traveled a great deal throughout the whole province, also through the northwest, and he has ever been very active in promoting the welfare and progress of the province of British Columbia, and his name is inseparably associated with its early history. He has been instrumental in inducing immigration here. In 1889 Mr. Shannon was the author of a very interesting pamphlet, entitled "British Columbia and Its Resources," and wherein he dealt with the whole province in sections, according to the mountain ranges, giving the area of farming and pasture land, also the mining resources. It has been stated by many of the leading newspapers of the country that this is the most reliable and comprehensive pamphlet that has ever been written on British Columbia; ten thousand of these were published in England. Mr. Shannon has been employed by railway companies and the government to give information regarding the geography of the province generally, and he receives communications from men in different parts of the world requesting information on this subject, and is considered to be the best authority on this matter in British Columbia. Besides this many of the banks and loan companies have employed Mr. Shannon to value and estimate prop-

erties, both mineral, timber and land. In public affairs Mr. Shannon has taken an active and helpful interest. He served as a member of the first grand jury of the town, and his influence has ever been on the side of right, order, reform and improvement. He has on numerous occasions acted as guide to parties scaling the highest mountains of British Columbia and elsewhere.

Mr. Shannon and his wife are active and helpful members of the Methodist church, contributing generously to its support. He was a member of the board of trustees when the Wesleyan Methodist church edifice was erected, has also served as steward, and has been very active and zealous in promoting the religious interests of the town. He was also prominent in the establishing of the Y. M. C. A. work, and indeed has been active and liberal in promoting all enterprises for the benefit of Vancouver and the province. We might here state that Mr. Shannon's eldest brother was a Methodist minister in Ontario for several years previous to his death, which occurred some years ago.

WILLIAM GRAHAM McMYNN.

William Graham McMynn is well known as a public official who in office is ever loyal to the trust reposed in him and capable in his discharge of the duties that advance the welfare and general prosperity of the community. He is now gold commissioner and government agent for the Greenwood mining division; is stipendiary magistrate for Yale and Kootenay counties with jurisdiction under the small debts act, registrar of the supreme court, registrar of the county court and clerk of the peace.

Mr. McMynn was born in Glenvarnoch, Scotland, March 14, 1864, his parents being David and Annie (Graham) McMynn. His father is deceased, but the mother is living in Scotland. Mr. McMynn of this review having acquired his early education, became a student at Ewart Institute at Newton Stewart and for six months after leaving school he was with an uncle, who was a lumber merchant of Carlisle and also a ship owner, being a member of the firm of Graham, Anderson & Company. He then went to London, England, and entered the service of Moffatt & Company, wholesale tea merchants with whom he continued for three and a half years. In August, 1884, he arrived in British Columbia and resided for six months on the delta below New Westminster, but in the spring of 1885 he went to Spallumcheen country and worked on the public roads under foreman Walker. In the following fall he removed to the vicinity of Rock creek and secured a ranch, beginning its development and improvement, but in the

spring of 1886 he returned to Scotland for a trip, coming again to America in the fall of 1887. He then took up another place in Myers creek, adjoining the international boundary line and there conducted his ranch until 1892, when he entered the government service as constable and later in the same year he was made mining recorder for the Kettle river mining division. In 1893 the office was removed to Rock creek and in 1895 to Midway, at which place Mr. McMynn remained until 1900 when the office was again removed to Greenwood.

Mr. McMynn is an interested member of the Masonic fraternity, active in the work of the craft and is now serving as district deputy grand master for district number 7. He also belongs to the Independent Order of Odd Fellows and religiously is connected with the Presbyterian church. On the 29th of October, 1890, he was married to Miss Mary Turner, a daughter of William Turner, of Millbrook, Ontario, and they have one daughter, Alice.

SAMUEL PARKER TUCK.

Samuel Parker Tuck, a prominent representative of the official interests of Nelson and the Kootenay country, has for a number of years figured prominently in the work of development and improvement in this portion of America and his efforts have been so discerningly directed along well defined lines of labors that they have become valued resultant factors in bringing about the present high state of civilization and improvement which characterize the country at the present time. He was born in St. John, New Brunswick, April 25, 1837, his parents being Moses and Elizabeth (Travis) Tuck, both now deceased. The father was a prominent lumberman, conducting an extensive business. His brother, William H. Tuck, is now chief justice of the supreme court of New Brunswick. Samuel Parker Tuck acquired his early education in the grammar schools of New Brunswick and afterward attended Amherst College at Amherst, Massachusetts, where he completed a full course by graduation. He then matriculated in Harvard University, where he pursued a course in engineering under Professor Eustis and following his graduation within the classic walls of that honored educational center he returned to New Brunswick, where he became connected with the engineering corps in the construction work of the Inter-Colonial Railway, being thus engaged until the completion of the line. He was afterward connected with similar work on the St. John & Maine Road, now a portion of the Canadian Pacific Railway, extending between St. John and Montreal.

The year 1880 witnessed the arrival of Mr. Tuck in British Columbia,

where he joined in the construction of the Canadian Pacific road from Yale west, having charge of the building from Lytton to Spences bridge. He was here for four years, after which he turned his attention to provincial land surveying with headquarters at Victoria, being thus engaged until 1892, when he came to the Kootenay country. He early had the prescience to discern what the future had in store for this great undeveloped district. Realizing its great natural resources he resolved to be among those whose labors should at once prove of benefit to the country and also a source of profitable income to themselves. He continued the work of surveying at Nelson and Kaslo until 1899, when he was appointed sheriff by Joseph Martin and is still occupying that position, discharging his duties with loyalty and fidelity that are above question.

Mr. Tuck has had a varied newspaper experience in connection with other business duties. In 1878 he assisted in founding the *St. John Sun*, now the leading newspaper of St. John, New Brunswick, and it was begun as a campaign paper and entered upon an era of prosperity that has since continued, the paper steadily growing in value and influence in that locality.

On the 29th of July, 1873, at Dalhousie, New Brunswick, Mr. Tuck was united in marriage to Miss Sarah Morse, a daughter of James S. Morse, a barrister, practicing before the supreme court of New Brunswick. Her mother was a representative of a branch of the noted Campbell family of Scotland. Mr. and Mrs. Tuck have three children: Douglas C., who is a resident of New Westminster and occupies a position in the dominion public works office; Edward S., living in Victoria; and Isla, at home. The parents are members of the Church of England and Mr. Tuck is registrar of the synod of the diocese of Kootenay. As a citizen he has fostered every measure calculated to prove of direct good in reclaiming this district for the purposes of civilization. The pioneer experiences in the northwest are familiar to him for only a few brief years have passed since this was an almost uninhabited district, yet today the citizens of Nelson enjoy practically all of the advantages known to the older east and they have been established in a country rich in its splendid resources and possibilities.

ARTHUR MURDOCH WHITESIDE.

Arthur Murdoch Whiteside, a barrister practicing at the city of Greenwood, was born in Toronto, Ontario, in 1876. His father was Daniel Whiteside, one of the early pioneers of British Columbia, well known in the Cariboo country, which he entered in 1859, being successful in his operations there. He died in July, 1904. He married in 1873 Miss Ruth White, of



A. W. Vowell



THE EYRIE—RESIDENCE OF A. W. VOWELL.

Toronto. Arthur M. Whiteside was educated in British Columbia. His law studies were pursued in the office of Chief Justice McColl at New Westminster and he was called to the bar in 1897. He then opened an office for practice in Rossland, but after remaining there for two years he came to Greenwood in the fall of 1898 and has since made his home in this place. He is solicitor for the Canadian Pacific Railway Company, for the Canadian Bank of Commerce and the Montreal & Boston Copper Company, thus representing several important corporations as well as many private parties whose litigation comes before the local and supreme courts. Mr. Whiteside is prominently connected with the Masonic fraternity.

ARTHUR W. VOWELL.

The history of Arthur W. Vowell presents many qualities worthy the highest admiration. His triumph over financial reverses, his overcoming entirely by his own efforts of obstacles such as confront every young man who starts without friends or capital in a new country, his marked fidelity and capability in the discharge of official service, all entitle him to more than passing notice in the annals of British Columbia, where he is now filling the position of Indian superintendent.

Mr. Vowell is a native of Ireland, and springs from one of the very old Anglo-Irish families of that country, the ancestry being traced back to the early part of the fifteenth century. He was born in Clonmel, county Tipperary, on the 17th of September, 1841. His father, Richard Prendergast Vowell, was a prominent Irish lawyer, who married Elizabeth Richards Bulkeley, a native of county Wicklow, where her father, a captain in the yeomanry, held large property interests. They were members of the Church of England, and both lived to advanced age, Mr. Vowell passing away at the age of eighty-six years, while his wife was considerably over ninety years of age at the time of her death. They were the parents of thirteen children, of whom Arthur W. Vowell is the twelfth in order of birth and the only one residing in British Columbia.

After attending the grammar schools of Clonmel, Arthur W. Vowell continued his education under the direction of a private tutor, until 1858, when he in common with many other young men in Ireland obtained a commission in the Irish militia, the regiment doing garrison duty in England until 1860, when he retired as senior lieutenant. In the year 1861 Mr. Vowell left Great Britain for British Columbia, coming by way of the Isthmus of Panama and San Francisco. He landed at Esquimault, in February, 1862, and in the early summer went to the Cariboo mines, where he made

many efforts to improve his fortune, but without success. When his money was expended, and there being no prospect of his being able to better his position, he returned to the coast, stopping en route to work on the Cariboo wagon road, where forty-five dollars a month and board was to be had for honest labor with the pick and shovel. Later he proceeded to Victoria, where he took contracts to clear lots and split rails, and did any kind of independent manual labor that would yield him an honest living and gain him a new start in life.

In 1864 Mr. Vowell joined the civil service of British Columbia, and in 1866 went to Big Bend during the excitement there, being appointed chief constable, which office he filled for six years, until the federation was consummated. He was then given charge of the Kootenay district as gold commissioner and stipendiary magistrate. In 1873 he was removed to Omineca, where he served in a similar capacity until 1874, when he was ordered to Cassiar, where gold had been recently discovered. In the fall of that year, however, he resigned his position in the government service, and in 1875, at the request of the government, he went to Kootenay to meet Major General Sir Selby E. Smithe and party, when that distinguished officer made his first journey overland to British Columbia.

Mr. Vowell's public service was afterward in another department, for in 1875 he was elected a member of the provincial legislative assembly as senior representative from the Kootenay district. In the spring of 1876 he resigned his seat in the local parliament and re-entered the government service, proceeding to the mining district of Cassiar as gold commissioner and stipendiary magistrate, etc., where he remained in charge until the spring of 1884, at which time, because of the largely increasing population in the Kootenay district, owing to the construction of the Canadian Pacific Railroad and the necessarily increased responsibilities attached to the office of gold commissioner and stipendiary magistrate, etc., in that region, Mr. Vowell was ordered to take charge there, where, for about five years, or until 1889, he capably discharged his important duties. He then resigned his position in the provincial government service and accepted the appointment of superintendent of Indian affairs for the province of British Columbia. As an instance of some of the special duties which Mr. Vowell was called upon to perform during his term of office it may be mentioned that in the early history of the city of Vancouver, 1887, there were serious riots there, a number of rough characters having congregated in that city from the American side and made raids on the Chinese. These incendiaries had become so powerful and had passed so far beyond the control of the city authorities

that the provincial legislature, then in session, to provide for the suppression of the law-breaking element passed a special act relating to the preservation of the peace in that city, and appointed Mr. Vowell to go to Vancouver, take control, establish and maintain law and order. He made his preparations, and with the provincial inspector of police and forty sworn constables proceeded to Vancouver, where he took charge of the municipal government of the city, soon restoring order and quiet where before crime was threatened and disorder prevailed, resulting in outrages leading up to what might have been very serious results. As superintendent of Indian affairs in the province Mr. Vowell has proved himself to be the right man in the right place. There are fifty Indian schools in the superintendency, consisting of industrial, boarding and day schools, besides which there are nine Indian agencies and twenty-five thousand Indians under his supervision. Every year are sent to the department at Ottawa reports showing the progress made in behalf of the natives of the province.

Fraternally Mr. Vowell is a Royal Arch Mason, and he also belongs to the pioneer society of the province, while religiously he holds to the faith of his ancestors. Understanding the conditions of the country and desirous of its best good, Mr. Vowell has proved a most capable public officer and made a most creditable record.

JAMES HILL LAWSON.

James Hill Lawson, whose business career has been one of steady development and progression and who today as vice-president of the R. P. Rithet Company, Limited, is a factor in the control of the largest wholesale grocery and provision establishment of the province, was born in Dundee, Scotland, on the 15th of December, 1840, and is of Scotch lineage. After acquiring a good practical education in the land of his birth, he became an accountant, being thus employed until, attracted by the discovery of gold in British Columbia, and the possibilities for business advancement along other lines, he came to the province, sailing from Liverpool to New York, thence to the Isthmus of Panama and after crossing that narrow neck of land again embarked, with San Francisco as his objective point on that voyage. He was accompanied by his brother, William Lawson, who became interested in the Bank of British North America, with which he has since been associated, and now is its manager in New York City.

James H. Lawson entered the employ of the Hudson's Bay Company in a clerical capacity in 1865 and remained with that corporation until 1891, winning successive promotion as his ability found ready recognition and as

he proved his efficiency in actual service. In the year mentioned he resigned his position with the Hudson's Bay Company and joined the R. P. Rithet Company, Limited, becoming a stockholder in the corporation. He was recently elected the vice-president which position he still occupies. The house controls a very large trade, this being the leading wholesale grocery house of the province. For thirteen years Mr. Lawson has been active in its management and control, his business ability proving a valued factor in the successful control of the business.

In 1870 Mr. Lawson was married to Miss Jennet Macdonald, who was born in England but is of Scotch descent. While with the Hudson's Bay Company Mr. Lawson made his home for three years in Winnipeg, and one of their seven children was born there, while the others are natives of Victoria. The eldest son, W. A. Lawson, has charge of the insurance department of the R. P. Rithet Company, Limited. The daughter, Edith M., is at home. James H. and H. G. are both members of the law firm of Bodwell & Lawson, attorneys of Victoria. John M. is also in the employment of the firm. The two youngest, Jennet Louisa and Victor Middleton, are attending school. Mr. Lawson and his family adhere to the faith of the Presbyterian church.

Mr. Lawson is pre-eminently a business man, has always been actuated by the highest honor in all of his business relations, and his course has been in strict conformity to a high standard of commercial ethics. He and his family have one of the beautiful homes of Victoria. He enjoys the confidence and high esteem of his fellow townsmen, among whom he has lived for forty-two years, known as an active business man and reliable citizen.

JOHN ROBERT BROWN.

John Robert Brown, lawyer and member of parliament from the Greenwood riding, was born in Sarnia township, Lambton county, Ontario, on the 19th of February, 1862, his parents being Thomas W. and Mary (McGregor) Brown. The father was born in Ireland in the state of Lord Dufferin, and now resides in Sarnia township, Lambton county, Ontario, but the mother has departed this life.

Mr. Brown, whose name introduces this record, attended the public schools and afterward the high school of his native township and entered upon the study of law, becoming a student in the office of Judge Lister of the town of Sarnia, and remained his preceptor for four years. Later he spent two years as a student in Osgood Hall of Toronto and in 1896 he was admitted to the bar and entered upon practice in Sarnia. There he remained

until 1898, when he came to British Columbia, settling first in Rossland, where he practiced for six months with the firm of McNeill & Deacon. He was admitted to the bar of British Columbia in April, 1899, and has since lived at Greenwood. While he was well grounded in the principles of common law when admitted to the bar he has continued throughout the whole of his professional career a diligent student. He always prepares his cases with great care. If there is a close logical point involved in the issue it is his habit to thoroughly examine every authority within his reach bearing upon the question before the court and this makes him a most dangerous adversary.

Mr. Brown was married November 18, 1903, to Miss Florence M. Whitmarsh, a daughter of James Whitmarsh, of Sarnia. He and his wife hold membership in the Methodist church and he belongs to the Independent Order of Foresters and the Knights of the Maccabees. He is also a member of the British Columbia Law Society. Influential in political affairs he was elected a member of parliament for the Greenwood riding in 1903 and is now acting in that capacity.

EDWARD QUENNELLS.

Edward Quennell, as a citizen of Nanaimo for some forty years has played a conspicuous part in business, industrial and civic affairs, and is universally esteemed as one of the foremost men of the city. A long and varied career has been his lot. Beginning when he was a lad hardly emerged into his teens, he has kept up a persistent activity in numerous enterprises until the present time, and during his lifetime he has journeyed to various parts of the globe, has endured and enjoyed life both as a seaman and as a landsman, and through adversity and prosperity alike he has retained an unruffled courage and high purpose, from which have resulted the comfortable circumstances and the esteem of fellows which he at present enjoys.

Born December 16, 1846, in Sussex, England, where his parents, Walter and Catherine (Crocker) Quennell, were thrifty farming people, he was privileged during his tenderest years to attend the schools of Sussex, but spent most of his time from the age of ten at work on the farm. He longed for a seafaring life, and, getting his first experience when about fourteen years old, he was with the British navy four years altogether. In September, 1864, being then eighteen years of age, he arrived in Nanaimo, and this place has ever since been the central point of his residence and business. For the first two years he worked in the coal mines, and during the seven years following was mate and purser on the vessel *Sir James Douglas*, which was

engaged in the coasting trade. In 1873 he started a butcher business, and this has continued as the principal line of his business activity with the exception of a period of three years, during which he devoted himself exclusively to ranching, and he still owns his ranch property. His further business connections are as president of the Union brewery and as president of the Nanaimo Fisheries Company.

Mr. Quennell has been a prominent factor also in the official and public life of his city and district. He served as mayor of Nanaimo for two terms, and for fifteen years was an alderman. His interest in education is shown by the fact that he is at this writing chairman of the school board and has served as a member of the board for twenty-five years. He was incumbent of the positions of pilot commissioner and of harbor master for eighteen years.

Mr. Quennell was first married in 1870, to Miss Julie S. Wilcox, by whom he had three children: Catherine, deceased, married and had one child. Edward James married Mary Ann Wearing. Annie Jane is the wife of Malcolm McCrea, of Nanaimo, and they have two children. In 1875 Mr. Quennell was married to Miss Maria Biggs, a daughter of John Biggs of Nanaimo. There were ten children by this marriage, as follows: Mary Elizabeth, the wife of Andrew J. Smith, of Nanaimo, by whom she has four children; Eliza; Margaret, who is the wife of J. C. Thomson, of Nanaimo, and has two children; Louisa, deceased; and William, Agnes, Nora, John, Edith and Charles. Mr. Quennell affiliates with Black Diamond Lodge, I. O. O. F., at Nanaimo, and in politics is a Conservative, and is a member of the Church of England.

JOHN ALBERT STONE.

John Albert Stone is well known in Revelstoke and vicinity principally for the reason that he is proprietor of the Oriental hotel. It is a recognized fact that a town's best advertisement is a first-class, well conducted public house. In truth the reputation of a town depends more upon the character of its hostelrys than upon any other institutions, and no other advantages can quite compensate for a poor hotel. For this reason Revelstoke owes a constant debt of gratitude to Mr. Stone on account of the high-class establishment which has been under his care and management for so many years. He went into the hotel business when almost a boy, and, being acquainted with all its details, he has devoted almost twenty years of his life to conserving the comfort and welfare of the great host of people who pass much of their lives in public homes. Mr. Stone's present hotel, the Oriental,



J. A. Stone

was erected in 1898, and is a modern establishment, thoroughly furnished and equipped for the business, and is a credit to the town. It has a fifty-foot front, and is two stories high and has twenty bedrooms.

The popular host of the Oriental is a native of Sweden, where he was born June 24, 1868, being a son of John and Annie Louise (Swanson) Stone. His father died at Revelstoke, April 22, 1896, but his mother is still living and a resident of Revelstoke. Passing the first eleven years of his life in Sweden, where he attended the public schools, Mr. Stone came with the family to America in 1879. For some time their home was in Minnesota, in St. Paul for a time, and he attended school at Red Wing, that state. His active career began with work on the construction of the Canadian Pacific railway, and he followed the westerly course of this great trunk line until March 1, 1885, at which time he had reached Revelstoke, and here he located and has since remained. He and his father went into the hotel business, which has been his principal activity during the subsequent twenty years, and since his father's death he has conducted the business alone. He also has mining interests in this great mineral district.

March 9, 1899, Mr. Stone married Miss Martha Olson, who was also born in Sweden. They have two children, Rufus and Cecil. Mr. Stone has fraternal affiliations with Revelstoke Lodge No. 25, I. O. O. F., being secretary of his lodge, and with Gold Range Lodge No. 26, Knights of Pythias. In politics he is a Liberal, and the family are Lutherans in religion.

ARCHIE MAINWARING-JOHNSON.

Archie Mainwaring-Johnson is among the younger and more successful members of the bar of Nelson, whose earnest effort, close application and the exercise of his native talents have won him prestige as an able lawyer. He was born in Christ church, New Zealand, March 8, 1870, his parents being E. M. and Louise Helen (Davies) Johnson, both of whom are residents of Victoria, to which city they removed during the early boyhood of their son, whose name introduces this review. There he was reared to manhood, his early educational privileges being supplemented by a course in the collegiate institute and by private study under the direction of Rev. Percival Jenns, of Victoria. He then went to Bath College in Bath, England, continued his studies at Somerset and later matriculated in Trinity Hall, Cambridge. He studied law with the firm of Drake, Jackson & Helmcen, of Victoria, and also with J. H. Bowes, a barrister of Nelson, and in February, 1895, was admitted to the bar, after which he opened an office

in the practice of law in Nelson. He was at first a partner with W. A. Macdonald, of Nelson, but this relationship was discontinued on the 1st of August, 1904, and Mr. Johnson is now practicing alone. He has secured a good clientage and has intimate knowledge of the principles of jurisprudence. He has legal ability of a high order, prepares his cases with great thoroughness and care and in his arguments is logical and convincing.

In December, 1901, Mr. Johnson wedded Miss Mary Matilda Fraser McKeen, a daughter of the late I. B. McKeen, of Strathcona. They have an attractive home in Nelson, where hospitality reigns supreme and they enjoy the favorable regard of a wide circle of acquaintances. In his professional relations Mr. Johnson is connected with the Kootenay Bar Association and the British Columbia Bar Association.

FRED A. STARKEY.

Fred A. Starkey, who is engaged in a general wholesale produce and commission business and is also prominent in community affairs in Nelson, is a native of England, his birth having occurred in Lincolnshire. His parents, Thomas and Elizabeth (Pike) Starkey, also natives of that country, have now passed away. The son attended grammar schools in Lincolnshire and in Yorkshire, thus preparing for life's practical and responsible duties and after putting aside his text books he entered mercantile life, being employed in different parts of England. The opportunities of the new world, however, attracted him, and desirous of benefiting his financial condition he emigrated to Winnipeg in 1882. He was there engaged in farming for a short time and afterward turned his attention to the hotel business, conducting a popular hostelry there until he sold his property in Winnipeg and came to Nelson, arriving in this city in 1897. Here he accepted a position with the Parsons Produce Company, with which he remained until 1900, when he embarked in business on his own account under the firm style of Starkey & Company. He transacts a general wholesale, produce and commission business and his trade has reached extensive proportions, his annual sales being represented by a large figure. His capability as a business man, his executive force and keen discernment have been fully tested and proven in business relations in this city. He is now the president of the Wholesaler's Association, which was formed several years ago, but never accomplished much until the reorganization in 1903, when Mr. Starkey was elected president. Since that time great results have been accomplished in the bettering of trade conditions, in securing more favorable freight rates and in promoting general facilities having direct bearing upon

commercial conditions of the northwest. Mr. Starkey has been the moving spirit in the organization and certainly deserves great credit for what has been accomplished, his effort being of marked value in trade circles. At the annual election of the Nelson board of trade in 1904 he was chosen vice-president and he was also the president of the Conservative Association of Nelson, 1902-1904.

In 1889 occurred the marriage of Mr. Starkey and Miss Matilda King, a resident of England, and their home has been blessed with one daughter, Fredericka Alexander. Fraternally Mr. Starkey is a Mason, holding membership in Oakland Lodge No. 9, A. F. & A. M., of Manitoba. He is also a member of the Sons of England and is a past district deputy of the Fraternal Order of Eagles. He has served as license commissioner of Nelson for two years and his interest in community affairs has been manifest in a tangible way in his active co-operation with many progressive measures. His career has been one of activity, full of incidents and results. In every sphere of life in which he has been called upon to move he has made an indelible impression and by his excellent public service and upright life he has honored the locality which has honored him with official and business preferment.

GEORGE NUNN.

George Nunn, manager for the A. Macdonald Company of Winnipeg at their branch house in Nelson, was born in county Durham, England, on the 6th of June, 1876, his parents being Harry and Hannah Nunn. He was but nine years of age when he crossed the Atlantic to America, becoming a resident of Winnipeg. He continued his education in the public schools there until 1888, when he entered upon his business career as an employe of J. H. Rose, a druggist, with whom he continued until 1889. In the latter year he became connected with the A. Macdonald Company of Winnipeg and gradually worked his way upward, finding in each transition stage opportunity for still further advancement. He has now been with the firm for fifteen years and is one of its trusted employes, his capability and fidelity winning him consecutive promotion. In May, 1897, he was transferred to the branch house at Nelson to act as bookkeeper and in February, 1903, he was promoted to the position of manager, in which capacity he is now capably serving, the business proving a profitable investment under his careful direction. He is a well known factor in business circles here, has taken an active interest in the board of trade and in the Nelson Wholesalers Association.

In July, 1898, Mr. Nunn was married to Miss May Aitken, of Winnipeg, and they have one child, Doris Aitken. Mr. Nunn belongs to the Canadian Order of Foresters and Independent Order of Odd Fellows, and to the Methodist church. He has always taken a keen interest in athletic sports, winning the championship in Manitoba for sprinting in 1896. He was also at one time one of the Nelson hose reel team champions of Kootenay. He enjoys the esteem of a large circle of friends, and possessing the enterprising spirit of the northwest is contributing to the general prosperity of Nelson as well as to his individual success in business affairs.

SENATOR JAMES REID.

Senator James Reid, who attained wealth and honors through a life of intense and well directed activity, his work proving not alone of benefit to himself, but also of value to his district, was born at Cascades, Quebec, in 1840, and died on the 3d of May, 1904. His parents, James and Anna (Maxwell) Reid, were natives of Ireland, and crossing the Atlantic to America established their home near Quebec, being early settlers of that part of the country. The father devoted his attention to agricultural pursuits, and James Reid was reared upon the home farm, early becoming familiar with the duties and labors that fall to the lot of the agriculturist. He was granted liberal educational privileges, attending the public and high schools near his home and completing his literary course in the college at Ottawa. When sixteen years of age he entered upon his business career as an employe in the mercantile store of James McClaren, now of British Columbia, with whom he continued until 1862, when attracted by the Cariboo gold excitement he came to the Pacific coast, making the voyage by way of the Isthmus of Panama. He went direct to Williams creek, where he spent seven years in mining. During his early experience in British Columbia he made no less than five trips into the Cariboo district, carrying his pack upon his back. This meant traveling thousands of miles, for at the close of each season in the mining district when the snows made further work impossible he would return to Victoria, where his winters were devoted to whatever work he could get to do. After spending five years at mining he found himself just as poor as when he started upon the search for the precious metal, and arriving at the conclusion that he could not make a fortune in the mines he wisely determined to concentrate his efforts upon other lines of business. He therefore started anew at Quesnel, where he gradually worked his way upward, attaining financial success and also political honors.

It was in 1869 that Mr. Reid joined a Mr. Foster at Lillooet in a



Isaac Reid

general mercantile venture. Not long afterward he entered the employ of the Barnard Express company at Barkerville in the Cariboo district, and subsequently he went to Quesnel, where he settled in 1870. He removed to that place as the representative of the express company, but gradually concentrated his efforts more and more largely upon the mercantile business, which grew to extensive proportions and is now a part of the estate which he left to his family and which is managed by his widow. He found it necessary to increase his stock to meet the growing demands of his trade, for a liberal patronage was accorded him in recognition of honorable methods and his earnest desire to please his customers. Notably prompt, energetic and reliable, he never made an engagement that he did not meet, nor incur an obligation that he did not fulfill, and his business record is such as any man might be proud to possess. It gained him the respect and confidence of his associates in commercial circles and of the general public, and as the years passed his efforts found their legitimate reward in a handsome competence. His force of character, ability and devotion to the public good also won the attention and recognition of those among whom he lived, and in 1882 he was honored by election to the house of commons as a supporter of the Conservative party, and in 1884, at the general election, he was returned by acclamation. In 1888 he was again chosen for the position over two opponents, and in 1889 he was appointed to the senate by Sir John A. Macdonald, where he served continuously up to the time of his death, covering a period of fifteen consecutive years. He made a close study of the social, economic and political questions affecting the welfare of the country, and his influence was unfalteringly given to every measure which he believed would prove of benefit to the province. A man of firm convictions, he stood fearlessly in defense of what he believed to be right, and left the impress of his individuality upon much of the legislation, the wisdom and worth of which time has proven.

In 1883 Mr. Reid was united in marriage to Miss Charlotte Clark, a daughter of Nicholas and Frances (Mills) Clark, both of whom were natives of Ireland, whence they made their way to Ontario, Canada, being among the early pioneers there. Unto Senator and Mrs. Reid two sons were born: James Maxwell and Clark Sanson, both attending school.

In an analyzation of the life record of Mr. Reid it will be noted that he was most persevering and energetic, which qualities alone assured the great success he achieved in mercantile pursuits. He was also well known for his liberality and for his devotion to his family and friends. The poor and needy found in him a helper, for remembering the struggles of his earlier

years he was always willing to assist others who manifested a disposition to help themselves. He never believed in the indiscriminate giving that fosters vagrancy and idleness, but was always generous in his gifts to benevolent institutions, or wherever he believed that his aid was merited. He held friendship inviolable and his interests centered in his home. He regarded no personal sacrifice on his part too great, if it would promote the welfare or enhance the happiness of his wife and children. He was a strong advocate of temperance in its underlying principles and was in the truest sense a self-made man, becoming during the long years of his residence in British Columbia one of its best known citizens and honored representatives. Mrs. Reid, a lady of refinement and culture, presiding with graciousness over a hospitable home, now resides in the popular west end district of Vancouver, where she has a wide circle of friends. The life record of Senator Reid should serve as a source of inspiration and encouragement to others. While he accomplished much in the business world and ratified his friendships by kindly sympathy and thoughtful consideration his greatest depth of love was reserved for his family.

HARRY BIRD.

During five years' residence in Nelson Harry Bird has made for himself a leading position in the front ranks of the business men of this portion of British Columbia. He is engaged in dealing in real estate, is also conducting an insurance business and is interested in mining properties. He has represented the West Ward in the City Council for the past two years as alderman. He has marked perseverance, reliability, energy and unconquerable determination—qualities which enable him to pursue a course that has been marked out and it is these salient elements in his character that have made him one of the substantial and valued citizens of the province.

Mr. Bird was born in Cheltenham, Gloucestershire, England, on the 8th of September, 1857, his parents being Charles and Emily (Webster) Bird, both of whom are deceased. His education was acquired in Clifton College, where he pursued a full course. He afterward signed articles with Thomas J. Bewick of the firm of Bewick & Moreing, mining engineers of London, England, with whom he continued for four years, subsequent to which time he took charge of the Argentiére mines of France in the capacity of manager. He continued there for a year and later became consulting engineer for Sir Francis Bolton, of London, England. He acted in that capacity for six years and during that time twice visited Mexico on trips of inspection. Sir Francis Bolton also had mines in France, Germany and

Algeria in addition to iron stone mines on the estate of the Duke of Marlborough at Blenheim. In the year 1887 Mr. Bird crossed the Atlantic to Canada and located in the Moose mountain district, two hundred miles west of Winnipeg. He joined his brother there, built a flourmill and established a trading post for trade with the Indians. He became the founder of the village of Connington Manor and was actively identified with the development of that place as a proprietor until 1899, when he left his interests in the charge of his partner and came to Nelson, British Columbia. Here he opened a real estate and insurance office and in connection with business along these lines he is likewise handling mining property and placing investments in mining interests. The firm handles the lands of the Canadian Pacific Railroad Company from the divide on the east to the divide on the west about seventy-five miles square. They also have town sites in Nelson, Castlegar and Proctor. Mr. Bird has thoroughly acquainted himself with realty values in this section of the country, recognized opportunity for judicious investment and profitable sale and in the conduct of his business has secured a large clientage, negotiating many important realty transfers which adds not alone to his success as a business man but also proves a factor in the general prosperity of this section of the province.

In 1884 Mr. Bird was married to Miss Eliza Belton, a daughter of James H. Belton, manager of Munster Bank in Cork, Ireland. He is a Mason in his fraternal relations, belonging to Moosomin lodge, of the Northwest territory. He is also an associate member of the institution of civil engineers and his religious faith is indicated by his relationship with the Church of England. In his business career he has made consecutive advancement and today stands as one of the leading representatives of his chosen field of activity. Drawing the lessons which we do from his life work we learn that the qualifications necessary for success are a high ambition and a resolute, honorable purpose to reach the exalted standard that has been set up.

WILLIAM KIRKWOOD LEIGHTON.

William Kirkwood Leighton has been closely identified with the business interests of Nanaimo for twenty years. He has spent practically all his life in British Columbia, and belongs to the class of public-spirited and enterprising citizens to whom the most credit for material and commercial progress is due. He has grown up with the country, started out on his career without capital or special advantages, and has advanced steadily into business prominence and the esteem of his fellow citizens.

Mr. Leighton was born in Benicia, California, November 21, 1854, a

son of David and Isabel (Buie) Leighton, who are both deceased. His parents brought him to British Columbia when he was a child, so that his life's associations are almost entirely with this province. He was educated in the public schools of Victoria through the high school, and after that learned the art of telegraphy. For six years he was in the employ of the Dominion government as a telegrapher. He then went to clerking and book-keeping, being employed in Victoria, Nanaimo and other places in the upper country. He located permanently in Nanaimo in 1882, and for the first six years kept the books of the firm of A. R. Johnson and Company. After that he embarked in business on his own account, establishing a real estate, insurance and mining business which he has continued with increasing success to the present time. He represents the staple life and fire insurance companies, among them the Confederation Life Insurance Company and eight English fire insurance companies.

In 1884 Mr. Leighton married Miss Hattie Gough, a daughter of Edwin Gough, of Nanaimo. Their pleasant home contains five bright children: Frederick K., Gladys S., Clifford M., Russell L. and William K., Jr. Mr. Leighton affiliates with Ashlar Lodge No. 3, A. F. & A. M., with Vancouver Commandery of the Knights Templar, and is a Shriner, belonging to Victoria Temple. He is also a member of the Woodmen of the World and of the Fraternal Order of Eagles. In politics a Conservative, he is secretary of the Conservative Association. He has served as a school trustee one term, and all public matters are an object of interest and effort on his part. He and the family are adherents of the Presbyterian church.

W. J. BLAKE WILSON.

W. J. Blake Wilson, well known citizen and business man of Nelson, British Columbia, has been prosecuting a busy and successful career in this part of the country for a number of years, ever since leaving the old home farm in Ontario, and he has made himself a most useful and highly esteemed citizen. He is a man of many resources, has energy sufficient for carrying out the plans of a resolute mind, and has been found a dependable and active factor in the business circles of this portion of the province.

Born in Wellington, Simcoe county, Ontario, April 29, 1866, a son of John and Catherine (Manning) Wilson, both deceased, Mr. Wilson had the rearing of a farm boy, attended public school at Bradford, then for two terms enjoyed the advantages of the Arcade Commercial College in Toronto, after that worked hard on his father's farm until he was twenty-three years old, and in 1890, ambitious, strong and resolute, he came out to Kamloops,



John E. F. F. F.

British Columbia. Going down the Columbia river, he secured the beef contract for the Canadian Pacific Railway from Nelson to Robson. This meat contracting business he carried on in the Kootenay country for three years, and in 1893 associated himself with the P. Burns and Company. He is still a member of the firm and has had charge of the meat contracting division of their business since it was inaugurated. In addition to contracting he also ran a pack train in the Columbia river district from 1890 to 1892, and for two years carried the mail from Colville, Washington, so that he has indeed had a varied and eventful career, and while he has been keenly alive to his own interests he has at the same time been a worthy factor in the general development of this part of the country. He is recognized as an eminently public-spirited citizen, and the city of Nelson is fortunate in counting him among its citizenship.

Mr. Wilson affiliates with Nelson Lodge No. 23, A. F. & A. M. He was married in 1890 to Miss M. L. Ferguson, of Ontario. His wife is now the pioneer woman of Nelson, having been among the first arrivals on the city's site. They have two children, Joe and Blake, and the older is now attending St. Andrew's College in Toronto.

THOMAS EMBLETON.

Thomas Embleton is the proprietor of the best grocery of Rossland and has developed a business from small proportions through the exercise of his native talent, unfaltering diligence and keen business discernment. He was born near Sunderland, county Durham, England, February 15, 1867. His father, William Embleton, is now residing near that place, but his mother, who bore the maiden name of Mary Ann Atkinson, has departed this life. Following the completion of his education acquired in the common schools, Thomas Embleton began farming and was thus engaged for five years in the north of England, after which he went to the coal mines, where he worked until the 6th of July, 1893. He then came to British Columbia, locating at Nanaimo, and for two and a half years worked in the mines there. He afterward removed to Three Forks, British Columbia, where he remained for a short time and again engaged in mining. He afterward went to Montana, being employed in the mines for four months, and in February, 1896, he arrived in Rossland. Here he was employed for a half year in the Leroy mine and for four months in the Iron Colt mine, when seeing new advantages opening for a mercantile enterprise he established a grocery store, having at first but a limited stock of goods. He afterward changed his location and subsequently was forced to move again during the great fire. He came to

his present place of business in August, 1903, and is today proprietor of the finest grocery and store in the city, having a large and well selected stock, which is neatly and tastefully arranged so that the attractive appearance of the store is in a degree responsible for its large patronage. Mr. Embleton is also well known as a most reliable business man and his earnest desire to please his customers has secured to him a gratifying patronage. As the years have advanced and his financial resources have increased he has not confined his attention entirely to merchandising, but has become largely interested in mining and is a member of the Trout Lake syndicate and of the California syndicate.

In 1886 Mr. Embleton was united in marriage to Miss Annie Leadbitter, a daughter of John Leadbitter, of Durham county, England. He is quite prominent in fraternal circles, being grand treasurer of the grand lodge, of the Independent Order of Odd Fellows, high priest of the grand encampment of Odd Fellows of British Columbia, also a member of the Order of Rebekah, the Knights of Pythias fraternity, and the Rathbone Sisters. He belongs to and is a supporter of the Methodist church, and is deeply interested in the moral development of the community. In politics he is a Liberal and he served as alderman in 1902 and 1903. Such in brief is the life history of Mr. Embleton. In whatever relation of life we find him—in the government service, in political circles, in business or in social relations—he is always the same honorable and honored gentleman, whose worth well merits the high regard which is uniformly given him.

MOSES LENZ.

Moses Lenz, senior member of the well known wholesale drygoods firm of Lenz and Leiser at Victoria, has devoted all the years of his life since early boyhood to dry-goods merchandising. He is a capable, alert and progressive business man, and has made a large success simply because he has deserved it. He showed his business instincts in early life, and great energy and perseverance have accomplished the rest. It is a pleasure to state that the firm of Lenz and Lesier is the most extensive of its kind in all the province of British Columbia, and its growth and management are the net results of the character and ability of its proprietors.

Mr. Lenz was born in Madison, Wisconsin, February 17, 1862. He is of German stock, and his father, Jacob Lenz, was born in Germany and emigrated to Madison, Wisconsin, in 1854, where he was engaged in merchandising until his death. The son Moses was educated in his native city, but had not advanced far from childhood when he entered into the serious occu-

pation of life. He has been identified with the dry-goods business continuously since he was fourteen years old. He came out to Victoria in 1873 and for the following three years sold dry-goods in the store of A. B. Gray, and then for a short time was connected with the White House store. In 1880 he and Mr. J. York founded the present business, it was incorporated in 1892, and has always had a steady and substantial growth. They may be said to have begun business in a shack fifteen by forty feet in dimensions, and the present quarters alone would indicate how large has been their growth. The fine brick block of Lenz and Leiser is sixty by eighty feet, and three stories high. They also have a large brick manufactory in which are made men's overalls, shirts and similar goods. In this department employment is given to thirty young women. Three salesmen are kept on the road from one year to another in order to dispose of their manufactures, and the goods bearing their brands are sold all over the northwest. Liberal and honorable business methods have been large factors in their success, and they now have the reputation of possessing the largest wholesale dry-goods house in British Columbia. Mr. Lenz gives strict attention to all the details of his enterprise and is always to be found working for its extension and upbuilding. Each year he makes a trip to Dawson on the Yukon in the interests of the firm, and he personally sells a large amount of goods.

Mr. Lenz affiliates with the Independent Order of Odd Fellows. For a number of years he has been an active member of the board of trade and in that capacity as in other ways has done much for the welfare of his city. In 1891 he was happily married to Miss Hattie Cohen, who is a native daughter of California. They have one daughter, Helen. They are members of the Hebrew synagogue, and are held in the highest esteem by a large circle of friends.

DR. LEWIS THOMAS DAVIS.

Dr. Lewis Thomas Davis, a long established physician and surgeon at Nanaimo, has made an enviable record in his profession through his skill, his native ability and the high attainments which he has brought to his life work. He has a wide reputation among hundreds of private households in Nanaimo and vicinity, but also has the responsibility of several official connections, and is a practitioner of recognized high rank throughout his district.

Dr. Davis was born in Portland, state of Maine, July 4, 1862, being a son of William and Jane (Coates) Davis, who are both now deceased. Educated in the excellent Trinity College at Fort Hope, he then took up studies

preparatory to his profession as a matriculate of Queen's University at Kingston, Ontario, where he was graduated with the class of 1883, as a Doctor of Medicine. He then left Canada and went to San Francisco, where he was located six months with a brother, A. C. Davis. He was then induced to take charge of a hospital at Belmont, Nevada, but as he found affairs there to have been misrepresented to him he stayed only one week. Returning to California he engaged in practice at Redwood City for three months, and on May 2, 1884, he arrived in Nanaimo, which has since proved to be his permanent location and where he has worked out his professional career to its fullest capacity. His first purpose in coming to this city was to act as temporary assistant for the late Dr. Cluness, colliery physician to the Vancouver Coal Company. After two years he dissolved partnership and has since carried on an extensive and profitable practice alone. For the past eighteen years he has been surgeon to Nanaimo Hospital, and for five years has served the district as coroner. He is examining physician for several life insurance companies, and for the last eighteen years has been surgeon to the provincial jail. For four years he served as a member for the Nanaimo district on the provincial board of health. Professionally he fraternizes with the British Columbia Medical Association.

Dr. Davis was married in July, 1887, to Miss Eva May Reynard, a daughter of the late Rev. Reynard, Episcopal minister at Nanaimo. Their five children are Gerald, Phyllis, Elwyn, Travers and Cedric. Dr. Davis and his family are Episcopalians.

WILLIAM OLIVER ROSE, M. D.

Dr. William Oliver Rose, physician and surgeon at Nelson, also prominent in public affairs and the fraternal orders, has passed his entire professional career in this city, and has been unqualifiedly successful. A young man, of great energy, determined purpose, excellent native ability combined with thorough professional equipment obtained in one of the foremost medical schools on the American continent, he has already reached a recognized high place in medical circles and is of the type of citizenship most valuable to a growing, flourishing country like British Columbia.

Born on Prince Edward Island, February 10, 1871, a son of William and Jane (Baker) Rose, the former of whom is still living on Prince Edward Island, the latter deceased, Dr. Rose received his early education in the public schools and in Prince of Wales College in Charlottetown. Like many other successful men, he began his career by teaching school, for four years being a teacher in his native province, and in 1891 he went to Manitoba and



L. A. Mearns

taught three years in Crystal City. He then entered the famous McGill University, and in 1898 graduated as the Holmes medalist. His student course having gained him a reputation for unusual proficiency, he was appointed medical physician of the Royal Victoria Hospital in Montreal, where he remained thirteen months. In 1899 he came out to British Columbia to take charge of the local hospital at Nelson. After serving as resident physician in that institution for nine months he retired to private practice, and has since been engaged in attending to a profitable and steadily increasing clientage.

August 28, 1901, Dr. Rose was married to Miss Azza J. Brownell, a daughter of John Brownell, of Brockton, Massachusetts. Dr. and Mrs. Rose are members of the Baptist church, and in politics he is a Conservative. He is prominent in various societies and orders. He is a member of the British Columbia Medical Association. His popularity locally and his interest in home affairs are indicated in his election in 1903 to the office of mayor of Nelson, and as such he served one year. He is a past commander of the Knights of the Maccabees; is past president of the Fraternal Order of Eagles, and was a delegate to the grand lodge of the order at Baltimore in 1904. He is chief ranger of the local lodge of the Canadian Order of Foresters, and he has affiliations with the Knights of Pythias.

JOSEPH W. CAREY.

Many years have passed and great changes have occurred since Joseph Westrope Carey came to British Columbia, arriving at Fort Victoria on the 11th of May, 1858. Great portions of this country were still unexplored and large districts knew no inhabitants save the roving mining population, who were searching for gold without serious thought of becoming permanent settlers or of bearing a part in the substantial upbuilding of the country. Now all the improvements, conveniences and advantages known to the older civilizations are here found, and Mr. Carey has in the years of his active labor become the possessor of property to which he still gives his supervision, but otherwise he is living a retired life. He has long been regarded as one of the prominent and helpful citizens here and in the early days he served as Victoria's mayor.

Mr. Carey was born in the parish of Ahabologue, barony of West Musgarry, county Cork, Ireland, in 1830. His parents were William Westrope and Honora Van Stone (Collins) Carey. The father was an officer in the Thirty-third Regiment of Foot in the king's service and was in active duty in Egypt during the Napoleonic wars. Both he and his wife

were members of the Church of England and he attained the ripe old age of eighty-nine years, while his wife died in her fifty-sixth year. They were the parents of seven children, who reached years of maturity, but Joseph Westrope Carey is the only one now living.

In his native parish he was educated, and after mastering the branches taught in the public schools he learned land surveying. He was fifteen years of age, when, in 1845, he crossed the Atlantic to Boston, Massachusetts. He had left home in April of that year, had spent a short time in England and had arrived in Boston in July. There he was engaged in surveying until 1852, when at the age of twenty-five years he went to California, where for eighteen months he was engaged on the survey of what is now the boundary line of the territory of Arizona. He then returned to San Francisco, where he was employed on a contract to make a survey on the Colorado desert, and did the surveying from the San Bernardino meridian to the Colorado river. The United States deputy government surveyor was Dr. R. C. Matthewson, who secured the contract from Col. John Hayes, who was state surveyor-general at the time. Mr. Carey was Matthewson's surveyor and conducted the field work. His next work was in Mexico, where he located a colonization grant of land of forty-five square leagues of land in Lower California. In 1858 he again returned to San Francisco and hearing of the gold discoveries on the Fraser river he took passage for that place in company with Amur De Cosmos, Sam Kelly, Selick, Rothwell and George Perks, the last named afterward the first attorney-general of Vancouver Island.

Mr. Carey went to the mines on Hill Bar and proceeded up the canyon to Lillooet, having a pack on his back, a shovel in one hand and a pick in the other, while practically all his possessions were under his prospecting pan on his shoulders. Mr. Carey and his party were the discoverers of Rocky Bar. They afterward returned from Foster's Bar and back to the forks of the Fraser and Thompson rivers, where they found their supply of provisions exhausted and were glad to pay fifty cents for a piece of horse meat, from the Indian chief, Spintlum, which, as Mr. Carey declared, "tasted good, too." At Rocky Bar he met with good success, making about sixty dollars per day, but while there he had his hand crushed, and this occasioned his return to Yale, where he remained until the spring of 1859. He then went to Simmihamoo Bay, near Point Roberts, and was there engaged by Commissioner Campbell on the boundary survey, taking reconnaissance of the roads and making a map showing the topography and the distance and also marking the locations where wood and water were to be found. The commission on which he was employed proceeding later to the Columbia, he

discovered the Similkameen mines. In his travels he gained a broad and accurate knowledge of the country and its resources, and few citizens have more intimate knowledge concerning the early history of the province.

On the 16th of November, 1860, Mr. Carey returned to Victoria and located on Kane street, where he built a residence with lumber which was brought from Mendocino county, California, and cost fifty dollars a thousand feet, while the windows and doors were made in London, England. In that house he resided for thirty-seven years. For a time he was employed in the store owned by the Hudson's Bay Company and later he went to the Leech river mines. Then in 1870 he purchased land in Colquetz valley. It is now located on what is known as the Carey road, named in his honor. He improved that property, placing ninety-five acres under cultivation. He planted six hundred fruit trees and raised cattle and hogs, having as many as one hundred and twenty-five hogs at a time. He carried on general farming with good success and his son, Joseph William, is now operating the farm. In 1874 he made arrangements to survey for the government four and half townships, back of Ladner and extending to the boundary line and to Langley. This survey he completed and also surveyed on the islands in the gulf of Georgia. On the completion of that work he returned to his farm and entered upon its improvement, erecting its present excellent buildings, placing the land under a high state of cultivation and developing a valuable property. He also invested from time to time in real estate, has erected houses and brick store buildings in Victoria and is now the owner of much valuable property, which has been a factor in the improvement of the city, while at the same time contributing to his individual success.

In the municipal government and active control of the city he has also been deeply interested and in 1865 he was elected a member of the city council, serving under Mayor Thomas Harris. He was again elected to that office in 1869, 1870 and 1871, and in 1884 he had the honor of being elected mayor of the city. All of these offices were at that time without salary and were occupied by men who were unselfishly devoted to the interests of the city and her upbuilding. He faltered in the performance of no duty and put forth strenuous effort for the city's welfare. On retiring from office he gave his undivided attention to his business affairs, but has never ceased to be a public-spirited citizen, interested in the welfare and substantial development of Victoria and the province.

In 1852, in Boston, Massachusetts, Mr. Carey was married to Miss Caroline Louisa Slater, a native of Derbyshire, England, and a daughter of the Rev. Thomas Slater, a Methodist clergyman. He left his bride in Bos-

ton while he went to the Pacific coast to make his fortune and in 1859 she joined him in this part of the country, and was one of the well known and noble pioneer women, who, while taking a less conspicuous part, have taken a no less helpful part in the upbuilding of the great northwest, their influence being a power for good in the community. She died on the 19th of April, 1899, after a happy married life of forty-seven years. She had been an excellent and faithful helpmate, a devoted and loving wife and mother and her loss has been very deeply felt by her family and many friends. Her remains lie interred in Rossberry cemetery. They had two sons, born in Victoria, Joseph William and Herbert Clement. Mr. and Mrs. Carey gave careful attention to the early education and training of these sons and both displayed much talent in drawing. Many of their works Mr. Carey has had framed and they now adorn his home, displaying considerable ability. He also took them all through the problems in Euclid and the drawings of all these he has preserved in a drawing book in which they executed their tasks. The elder son is now on the farm which was developed by his father, while Herbert Clement is in the army as a member of the Royal Engineers and is now in the war office in London, England. His rank is now that of major.

Mr. Carey stands today as one of the most respected and worthy pioneer residents of Victoria, and well merits the success which has come to him. He belongs to that class of representative business men who while advancing individual success also promote the general prosperity, and his labors have ever been of a character that have proven most helpful in the work of settlement in the province.

WALTER R. GILLEY.

Walter R. Gilley, who for over a quarter of a century has been actively connected with the business and industrial affairs of British Columbia, is, with his brother, proprietor of a coal, wood, cement and building supplies business, their establishment being the leading one of the kind at New Westminster.

Mr. Gilley was born October 22, 1859, at St. Andrews, New Brunswick, where were also born his parents, Walter and Sarah (Rogers) Gilley. His father, who for a great many years was a school teacher, came to British Columbia in 1887, and died in 1903 at the advanced age of eighty-four.

Mr. Gilley received his early education in the public schools of New Brunswick, and at the age of fifteen left school and for the following year and a half clerked in the postoffice at St. Stephens. In October, 1877, when

he was just eighteen years old, he arrived in British Columbia. From his arrival here until only a few years ago he was prominently connected with the lumbering industry, and in that line he had a long and successful experience. His first work was in the lumber woods bordering the Fraser river. A part of his time was spent in driving a six-yoke team of oxen, which was considered quite an accomplishment in the days when such means were the only method of getting the timber to tidewater. After five years of logging Mr. Gilley went in with his brother, James R., at Port Haney, and began hauling sand and wood. This was continued until 1886, when they engaged in logging on the Fraser river; in the following year they established a livery and mainland transfer business at New Westminster, prosecuting that until 1893. In 1894 they resumed the logging industry. During their operations they cut some of the largest timber in British Columbia, some of the trees measuring three hundred feet from ground to top, and one giant trunk which they took to tidewater was ninety feet long, fifty-eight inches in diameter at the small end and seven feet at the butt. In 1898, the year of the big fire in New Westminster, the Gilley brothers retired from the logging business, and began dealing in coal, wood, cement and building supplies, which has been the line of their operations to the present time. They supplied the crushed rock for the New Westminster bridge spanning the Fraser river, known as one of the finest structures of the kind in Canada, they having opened a quarry on Pitt river for this purpose, and they have continued to work it since. It has been the privilege of Mr. Gilley to witness many changes and improvements in this part of the country, which was comparatively a wilderness when he made the beginnings of his life work here.

Mr. Gilley married, in 1888, Miss Selina F. Hinch. She was born in Ontario, and her father, John Hinch, was one of the old settlers of Port Haney, taking up his abode there in 1875. Mr. and Mrs. Gilley have eight children. For two years, 1899-1900, Mr. Gilley was a city alderman, and during that time was chairman of the board of public works. He is an active member of the New Westminster board of trade, and in politics supports the Conservative party. His fraternal associations are with the Independent Order of Odd Fellows.

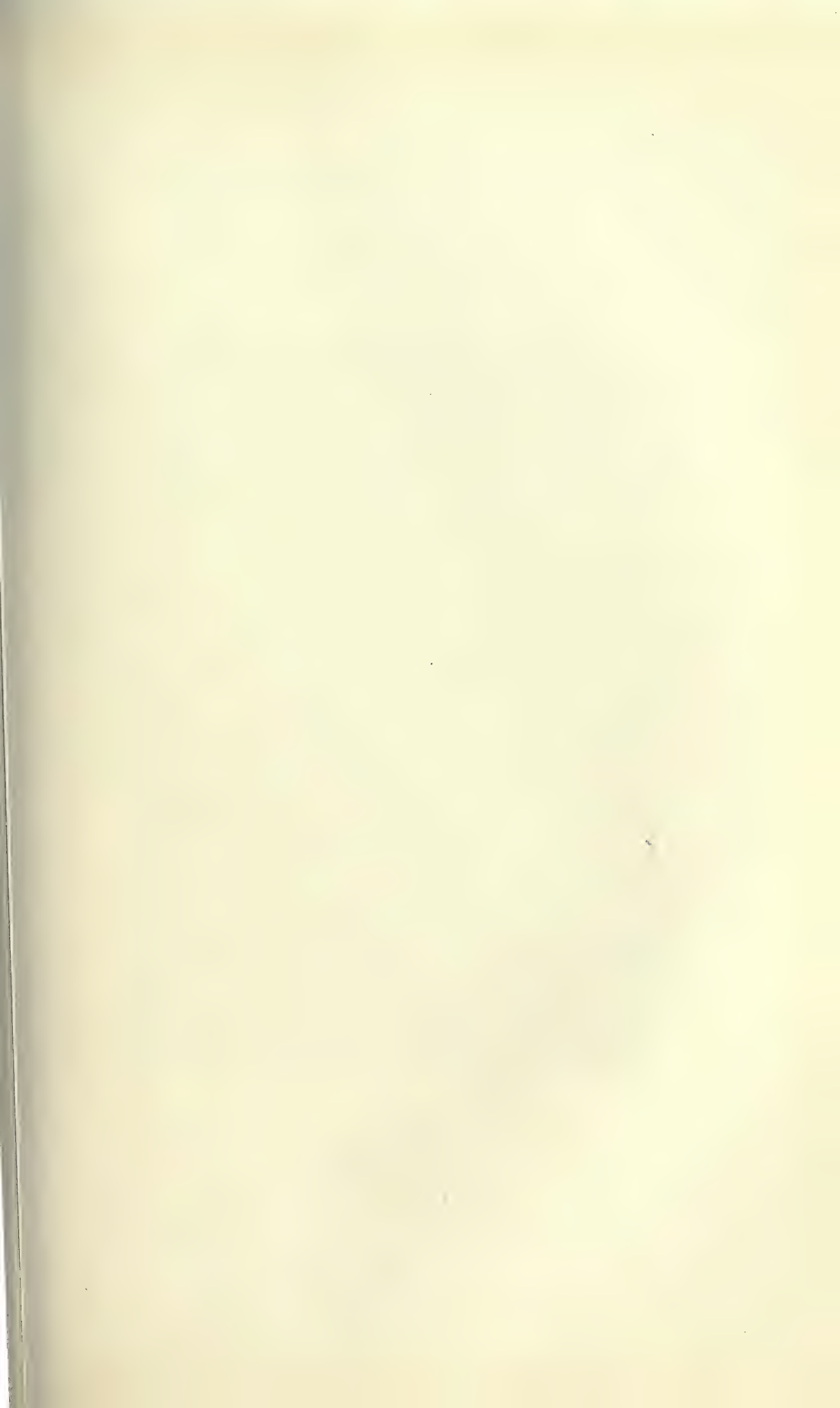
CHARLES H. WILSON.

Charles H. Wilson, a member of the prominent contracting firm of Crow & Wilson, of Vancouver, has been a resident of this city since 1886 and is identified with its public interests as well as its business affairs, serving at this writing in 1904 as alderman. He is a native of Wingham, Ontario,

and is of Scotch lineage. His father, John Wilson, was born in Scotland and in the ninth year of his age became a resident of Montreal, Canada, remaining in the Dominion until his death. He married Miss Charlotte Gray, who was born of Scotch lineage and was a native of Canada. He died in 1902 in the seventy-second year of his age, and his wife survived him for but a brief period, passing away in the same year. They were members of the Presbyterian church, strict in their religious faith, closely adhering to the highest principles of honor and reliability. In their family were nine children.

Charles H. Wilson, the only representative of the family in British Columbia, was educated in the schools of his native town and in early manhood, hearing of the prospects for the development of a great and prosperous city on the Pacific coast, he decided to make his way to the northwest and seek a fortune in this field of business enterprise. The city had just been founded when he arrived here and he at once began business as a contractor and also as a real estate speculator, and in these fields, because of the phenomenal growth of Vancouver and his business skill and capacity, he has been eminently successful. As good opportunities have occurred he has made judicious investments in real estate and is now the owner of much valuable city property. In his business career he has brooked no obstacles that could be overcome by strong determination and honorable purpose and thus he has advanced to a position prominent in Vancouver.

In his political views Mr. Wilson has always been a Liberal, loyal and public-spirited, and in 1901 he was chosen by the citizens of his ward to represent them in the city council. He discharged the duties of the office so satisfactorily that he is now serving for the third term in that position and he exercises his official prerogatives in support of every progressive measure that he feels will prove of real value and benefit. On the occasion of his second election he had the honor of being elected by acclamation which was a most satisfactory evidence of able service he has rendered. He is now serving in the important position of chairman of the water board of the city and every improvement for Vancouver has received his hearty endorsement, he being especially active in support of the cause of well paved streets and good works. He has ever been faithful in advancing measures for the future of Vancouver and his fellow townsmen have similar faith in him. He is indeed an energetic, progressive and reliable business man and his course at all times has been such as to merit the good will, esteem and confidence of those whom he has met.





M. Bray

J. S. LAWRENCE.

J. S. Lawrence, superintendent of the Kootenay division of the Canadian Pacific Railroad at Nelson, has throughout his entire life been identified with railroad work and his capability has led to consecutive promotion until he is now occupying a position of marked responsibility and importance. He was born in Toronto, Canada, on the 9th of April, 1863, and entered the railway service as telegraph operator on the old Northern and Northwestern Railway at Collingswood, Ontario, in December, 1879. He removed to Barrie in 1881 and the following year was appointed relieving agent. In 1886 he joined the service of the Canadian Pacific Railroad Company, since which time his record of progress is as follows: from September, 1886, until 1887, he was train dispatcher at North Bend, British Columbia; from 1887 until December, 1893, was train dispatcher at Kamloops, British Columbia; from December, 1893, until September, 1899, he was train master of the Nakausp & Slocan Railway at Nakausp, British Columbia; from September, 1899, until 1902, was train master on the Columbia & Western Railway at Smelter Junction, British Columbia; and from 1902 until July, 1904, he was train master of the Canadian Pacific Railroad at Nelson and at the last named date was appointed superintendent of the division. His close application and devotion to duty have continuously promoted his efficiency and have made him one of the most trusted representatives of the road.

Mr. Lawrence married Miss Emily Telfer, a resident of Collingswood, Ontario, and they have one child, Hall Telfer. He belongs to the Ancient Order of United Workmen and his religious faith is indicated by his membership in the Church of England. Thoroughly interested in the great north-west and its development he takes an active part in public affairs in as far as his business duties will permit, and is the advocate of every progressive measure that tends to benefit the community or advance local or national progress.

MARSHAL BRAY.

Marshal Bray has been for nearly a quarter of a century prominently identified with the official life and affairs of Nanaimo, and his standing in the community is that of an efficient, broad-minded and public-spirited gentleman, a reputation well deserved on account of his honorable and praiseworthy career in the province and the sterling integrity of his character. He is numbered among the British Columbia pioneers, and for more than forty years his life has been devoted to useful and conscientious endeavor in this province.

He was born in Halton county, Ontario, August 30, 1840, and his father, Ezra Bray, died in 1890, and his mother, Mary Ann (Dexter) Bray, died in 1897. Educated in the grammar schools of Oakville, Halton county, and working during vacation months on the home farm, he thus employed his early years until June, 1862, when, being a vigorous and ambitious young fellow of twenty-two, he made the trip around by the Isthmus of Panama to Cariboo, British Columbia. For the following fourteen years he tried mining in all its phases, but he continued among the unsuccessful many in this industry and finally turned his attention from the search for gold into more profitable if less exciting avenues of work. In the spring of 1876 he left the Cariboo district and went to Cassiar, where he spent the summer, and in 1877 he came to Nanaimo, where he has since enjoyed an increasingly useful and prosperous career. He first employed himself in carpentering and then clerked in an outfitting store, and in 1880 he received his appointment as government agent, an office which he has filled to the present time. He is also gold commissioner, assistant commissioner of lands and works for the district, and registrar of births, deaths and marriages, and his administration of all these places of trust has been characterized by the utmost efficiency and fidelity.

Mr. Bray was married in October, 1883, to Miss Sarah J. Randle, a daughter of the late Joseph Randle, of Nanaimo. Mr. and Mrs. Bray have two sons. Harry Randle, the elder, was a competitor for the first Cecil Rhodes scholarship to Oxford University, an honor which, owing to the celebrity of the donor and the wide diffusion of these scholarships over the world, may be said to be national. He graduated from the Toronto University in the class of 1905. The younger son, William Edgar, is attending high school in Nanaimo.

ANGUS WYLLIE KENNING, M. D.

Dr. Angus Wyllie Kenning, engaged in the practice of medicine in Rossland, was born in Elmira, Ontario, February 23, 1868, his parents being James H. and Marion (Campbell) Kenning. The father is an inspector of inland revenue for the Guelph district and he and his wife are still residents of Ontario.

Mr. Kenning of this review pursued his education in the public schools of Prescott, Ontario, continuing his studies until he had mastered the high school course. His ambition lay along professional lines and desirous of becoming a member of the medical fraternity he took up the study of medicine in the Detroit College of Medicine, from which institution he was grad-

uated with the class of 1895. He entered upon practice in Duluth, Minnesota, where he remained for a year and a half, and in the fall of 1896 he came to Rossland, where he has since resided, having now for eight years successfully followed his chosen calling in this place. He is a capable practitioner with full understanding of the principles of the science of medicine, and constant reading and investigation keep him in touch with the advanced thought of the day. He is a coroner for the province of British Columbia.

In 1889 Mr. Kenning was united in marriage to Miss Agnes A. Miller, a daughter of Robert Miller, of Dorchestershire, England, and they have two children, Gordon and Stuart. Dr. Kenning belongs to the Masonic fraternity, having attained the Knight Templar degree, and he is also affiliated with the Independent Order of Odd Fellows, while his religious connection is with the Presbyterian church.

WILLIAM J. MATHERS.

William J. Mathers, manager of the Brackman-Kerr Milling Company at New Westminster, has been prominently identified with the industrial, business and public interests of this city for many years. He has been successful as a result of his own efforts, and the fact that he has been winning his own way ever since he was fourteen years old indicates that his accomplishments in the world of practical affairs have been well deserved.

Mr. Mathers' early education was obtained in the public schools, and when he arrived at the age of fourteen he became a clerk in a mercantile establishment in New Westminster, where he got valuable business experience as well as earning his living. In 1888 he engaged in the produce business with the late D. S. Milligan. He became identified with the Brackman-Kerr Milling Company in 1892, and since that date has been the local manager of its New Westminster branch.

Mr. Mathers' politics is Conservative. He takes a prominent part in local civic matters. He is president of the New Westminster board of trade and the Westminster Creamery Society, and during the past year has served as president of the Westminster Club.

THOMAS WATSON.

Thomas Watson, who is the chief of the Victoria fire department and a native son of the city in which he makes his home, was born on the 24th of May, 1865. His father, Alexander Watson, was a native of Dundee, Scotland, born in 1829. He pursued his education in his native land and

learned the ship-builder's trade, serving an apprenticeship on the Clyde, which was the government ship-building center. He afterward made his way to Victoria, and was there residing when his family arrived by sailing vessel, *King Oscar*, in 1864, being seven months upon the voyage. He had married Miss Ann Wilson, a native of Scotland and she and her two sons, Alexander, Jr., and Robert, came to British Columbia in 1864. They settled in Victoria and the father there worked at his trade as a journeyman. A little later, however, he engaged in ship-building on his own account and had the credit of building all the river boats for Captain Irving and later for the captain's son, Captain John Irving. Among these were the *Reliance*, *Glenora*, *Elizabeth J. Irving*, *R. P. Rithel* and various other boats. Mr. Watson was a Presbyterian in his religious faith and was a member of the Independent Order of Odd Fellows. In the family were six children: Alexander, Jr., Robert, Thomas, James D., George and Bella. The daughter is now acting as her father's housekeeper, for the mother departed this life in 1876, in the thirty-sixth year of her age. The son Robert was accidentally killed by the falling of a limb of a tree, while he was engaged in getting out crooks for vessels.

Thomas Watson, whose name introduces this record, was educated in the public schools of Victoria, pursuing the work of the high school there, and after putting aside his text books entered upon his business career. He has followed various pursuits. He was first a sheep herder and at the age of seventeen years he entered upon an apprenticeship to the machinist trade in the Albion Iron Works. After acquiring a fair knowledge of the trade he went to Oregon, where he was employed as a machinist in the railroad shops. Subsequently he removed to San Francisco, where he entered the employ of the San Francisco Bridge Company and was soon given charge of the construction of several of their large bridges. After a continuance of that business connection for three years he returned to Victoria and was engaged in electrical work, constructing an electrical establishment and finishing and fitting up all kinds of electrical plants.

Mr. Watson has been connected with the fire department from his boyhood in different capacities, associated therewith when it was a volunteer organization and since it has become a pay department. He was made captain of the company and in 1900 he was appointed chief of the Victoria fire department, for which important position his knowledge of mechanics, electricity and steam has amply qualified him. He has charge of all of the fire apparatus and of all the supplies, and during a fire has command not only of the firemen but of the citizens and the surrounding property. He



Q. H. DeCline

has made the department a very efficient organization, its work being carried on systematically, and in case of emergency Mr. Watson is found to be clear-headed, his mind acting with decision and rapidity, so that he directs the labors of his men to the best possible advantage.

In 1890 occurred the marriage of Thomas Watson and Miss Christiana St. Clair, who was born in Victoria and is a daughter of William St. Clair, who became the pioneer settler of British Columbia, who was connected with the Hudson's Bay Company. Mr. and Mrs. Watson have had five children, three sons and two daughters, namely: James A., William G., Thomas M., Doris Marjory and Ethel Gladys. Mrs. Watson's father reached the age of seventy-five years and her mother is still living in her sixty-eighth year. There were three sons and eight daughters in that family. Mrs. Watson was reared in the faith of the Church of England, while Mr. Watson is of the Presbyterian faith. He belongs to the Native Sons of the province and he and his family enjoy the high esteem of many friends in Victoria. Almost his entire life has been passed in this city and in the present responsible position which he now fills he has done effective service for his fellow townsmen.

CHARLES EDWARD DICKIE.

Charles Edward Dickie, of Duncans, has been largely interested in the development of the material resources of his district, and has left his impress on a number of enterprises which have stimulated industry and added to the wealth-producing powers of British Columbia. He is a successful business man, possessed of a high degree of public spirit, and during a career marked by much strenuous activity he has gained the esteem of all his fellow citizens and made himself an influence in affairs.

Born in Oxford, Ontario, September 14, 1858, Mr. Dickie is a son of James and Lucretia (Burdick) Dickie, who are both living in Ontario. He was educated in the public schools of Ontario and then in the University of Michigan at Ann Arbor, after which he went to work at inspecting lumber and logs in northern Michigan and also learned telegraphy. Continuing at that until 1885, he then went out to California, locating in Los Angeles and in San Diego, and did some farming near Anaheim. After spending two years in California he came up to the Puget Sound country, and later located at Victoria, British Columbia, where he was in railroad employ for about three years. He then became a hotel proprietor at Duncans, and while in that business he became interested in the Tyee copper mine, being active in interesting sufficient capital for its development. A short time later he re-

tired from the hotel business and identified himself exclusively with mining. He served as managing director of the Richard the Third mine and the Copper King mine, and also organized the company to work the Leach river diggings and put in hydraulic works there, but this latter enterprise was unsuccessful. At the present time he has large interests in timber lands and in farming operations.

Mr. Dickie is a Conservative in politics, and in 1897 was elected a member of the provincial parliament, an office which he held, serving his constituents faithfully and public-spiritedly, until 1900, when he refused the proffered nomination for another term. He is a prominent Mason, being affiliated with Temple Lodge, A. F. & A. M., and with the Victoria commandery, and also belongs to the Odd Fellows order. He and his family are Presbyterians in religion. He was married in 1888 to Miss Eliza E. Calvert, a daughter of Peter Calvert, of Skipton, England, and they have one child, Herbert William.

CAPTAIN W. HART-McHARG.

Captain William Hart-McHarg, of Vancouver, barrister, author and soldier, was born in the barracks at Kilkenny, Ireland, where his father was at that time stationed with his regiment. His natal day was February 16, 1869, and he is descended from Scotch ancestry. He is a son of Major William Hart-McHarg, who was in the old Forty-fourth, now known as the Essex, regiment for many years. His father saw service in the Crimean and Chinese wars, for which he received four medals and four clasps. He retired from the army with a special pension, given him for meritorious and distinguished service. He married Miss Jane Thomsett, a daughter of Captain Thomsett of the same regiment, who also served through the Crimean and Chinese campaigns.

William Hart-McHarg pursued his education in England and in Belgium, but when sixteen years of age he started out in life on his own account. Believing that the new world would offer him superior opportunities for advancement, he made his way to Manitoba, where he followed farming for five years. When in his twenty-first year he removed to Winnipeg and, desirous of entering professional life, he devoted five years to the study of law and then successfully passed the examinations which secured his admission to the Manitoba bar in 1895. He practiced law in that province for two years and in 1897, attracted by the mining activity in the Kootenay country, he came to British Columbia, and having been called to the bar of this province took up the practice of his profession in Rossland.

Always interested in military life, he attached himself to the Winnipeg Dragoons while in that city and upon the formation of the Rocky Mountain Rangers in the Kootenay he joined that organization as a private and later attained the rank of lieutenant. Upon the breaking out of the war in South Africa he volunteered for the First Contingent, the Royal Canadian Regiment, and being unable to obtain commissioned rank he enlisted as a private. During the campaign he was promoted to sergeant. The Canadian Militia list gives the following record of his war service: "Operations in Orange Free State, February-May, 1900, including operations at Paardeberg' (18-26 February), and actions at Poplar Grove (7 March), Dreifontein (10 March), Hout Nek (1 May), Zand River (1 May); operations in the Transvaal in May and June, including actions near Johannesburg (29 May), Pretoria (4 June). Operations in Orange River Colony and eastern and western Transvaal, June-November, 1900. Medal with four clasps."

On the return of his regiment to Canada Mr. McHarg resumed his law practice in Rossland. He continued his connection with the army, was reinstated as lieutenant in the Rocky Mountain Rangers and was soon afterwards promoted to the rank of captain. In November, 1902, he removed to Vancouver, where he established his home. He was transferred to the Sixth Regiment, "The Duke of Connaught's Own Rifles," and is now captain of a company in that organization.

Captain McHarg has also given evidence of literary ability, having written and published a book on the South African war, entitled "From Quebec to Pretoria." It has met with a good sale and has been highly commended. He is a Liberal in politics and has been president of several Liberal associations. He is giving close attention to his law practice and therein is acquiring a very satisfactory clientage, while his social, political and military prominence class him with the leading and representative young men of Vancouver.

JOHN A. J. HONEYMAN.

John A. J. Honeyman, whose active connection with industrial interests makes him a leading factor in business circles in Nelson, is now engaged in the manufacture of engines, boilers, sawmills, quartz mills and mining machinery, also architectural iron work and iron and brass castings, and the quality of the workmanship of his foundry and shops is such as has brought to him a liberal patronage. He was born in Quebec in February, 1841, and was reared in Kingston, Ontario. He acquired his education at Queen's College in Kingston and in his youth became connected with the machinist's

trade, working in his father's foundry, where he was employed from 1856 until 1860. He left Kingston to go to New York city, where he was employed for a short time as a journeyman and was then promoted to the position of foreman. He continued there until September, 1868, when he sailed for San Francisco, obtaining employment in the Union Iron Works, a position which he occupied for a little more than a year. He next removed to Portland, Oregon, where he worked as a journeyman for a short time, when again his capability won him advancement to the position of foreman.

In 1873 his father and three brothers formed a partnership and established the City Foundry & Machine Shops at Portland, Oregon, conducting this enterprise with gratifying success until 1886, when the partnership was dissolved. Mr. Honeyman of this review then accepted the position of superintendent with the National Linseed Oil Company, acting in that capacity for two years, when he resigned in order to again enter the foundry business on his own account. He conducted his enterprise for two years, but did not meet with the success he had anticipated and he therefore removed his plant to Nelson, British Columbia, in 1897. He built a foundry and machine shop in Bogustown, and met with good success there. In July, 1904, he built a new shop in Nelson at the corner of Hill and Water streets, and is now conducting a fair business, meeting with a desirable measure of prosperity.

In 1864 Mr. Honeyman was united in marriage to Miss Jane E. Power, a resident of Birmingham, England, and they have five children: David A., William A., Charles J., Mabel M., and Benjamin F. Mr. Honeyman is a member of the Independent Order of Odd Fellows and also belongs to the Congregational church. His life record is an exemplification of the fact that success may be won through persistent purpose, capable management and laudable ambition, for starting out in life with no capital Mr. Honeyman has steadily worked his way upward, brooking no obstacles that could be overcome by determined and honorable effort. He is now a respected representative of the business interests of Nelson, enjoying the full confidence of the business community.

WILLIAM GARLAND McQUARRIE.

William Garland McQuarrie, member of the law firm of Martin, Weart and McQuarrie, of New Westminster and Vancouver, is a prominent young representative of the bar of this province. Born in 1876, at Ottawa, Ontario, Mr. McQuarrie is a son of a well known citizen of New Westminster, Lachlan McQuarrie, a native of Ontario, as is also his wife, Mary (McKinnon) Mc-

Quarrie. Lachlan McQuarrie was a prominent railroad and public works contractor in Ottawa. He came west to Winnipeg in 1881, and in 1886 to British Columbia, of which province he has since been a resident. He has been identified with many large contracts in this province. Among his important undertakings were the installation of the water works system in New Westminster, at Vernon, at Winnipeg and at Ottawa.

Having been brought to British Columbia when a child, Mr. McQuarrie received most of his elementary education in the province. He also attended Osgood Hall at Toronto. At the age of eighteen he left school in order to take up the study of law, and became a student under Hon. Aulay Morrison, Hon. Richard McBride, now premier, and the late Chief Justice McColl, all acknowledged leaders in the legal fraternity. In 1900 he received admission to the bar, and after a year spent at Ashcroft he entered the well known firm of Morrison, Whiteside, McQuarrie and Briggs' at New Westminster. When Mr. Morrison was elevated to the supreme bench in 1904, Mr. McQuarrie formed a partnership with Messrs. Martin and Weart, of Vancouver, the firm now being as given at the beginning of this sketch. They have offices both in New Westminster and Vancouver, and Mr. McQuarrie's home is in the former city. Hon. Joseph Martin, K. C., is the head of this firm.

In politics Mr. McQuarrie is an active Conservative, being secretary of the Conservative Association at New Westminster. Fraternally he affiliates with the Masons and with the Woodmen of the World.

HON. J. H. TURNER,

AGENT-GENERAL OF BRITISH COLUMBIA IN LONDON.

The following account appeared in the *Daily Colonist* upon his leaving for England to fill his present position:

"John Herbert Turner was the son of John Turner, of Ipswich, England, and was born at Playden, near Ipswich, Suffolk, in 1834. He was educated at Whitestable near Canterbury, and left England in 1856 for Halifax, N. S. After residing at Halifax for two years, he removed to Charlottetown, Prince Edward Island, and began business there. While living in Charlottetown he took a leading part in the organization of the first volunteer rifle corps in that province, of which he continued to be an active member until he left for British Columbia in 1862. This corps, in conjunction with other country corps, to the number of a thousand, turned out to welcome the Prince of Wales on his visit to Prince Edward Island in 1861. It was in 1862 that the reports of British Columbia's marvellous

richness had their greatest influence in Eastern Canada, and hundreds of the best and most energetic young men from all the provinces abandoned established businesses, assured prospects, and unsurpassed opportunities, for the dream of untold wealth to be gathered from the goldfields.

"On July 2, 1862, Mr. Turner arrived in Victoria by the steamer Oregon, in company with a large number of gold-seekers, many of whom, disappointed and discouraged, left the country within a month of their landing. A few, however, with more of that combative quality and indomitable energy and perseverance so necessary in the citizens of a young state, settled in Victoria, and stuck to her through good and evil report, sharing her troubles and trials, and helping to build up the city to its present prosperous condition.

"Mr. Turner went into business in 1865, and has continued at it uninterruptedly since that time.

"As in Charlottetown, so in Victoria, Mr. Turner was one of the original promoters and members of the volunteer rifle organization, and was enrolled in the first corps that was formed here, for the defense of the island during the Fenian excitement, and threatened raid in 1865. This corps wore the celebrated uniform of white blanket coats, with black facings. Mr. Turner served through the ranks from private to sergeant, then into the commissioned ranks, and through the various grades, finally retiring to the reserve militia with the rank of Lt.-Col. in 1881.

"He was elected a member of the city council of Victoria in 1876, and served for three years, till 1879, when he was elected mayor by acclamation, and served the city through three terms in that position. He was chairman of the British Columbia Benevolent Society, and also of the Royal Hospital from 1879 to 1882, and chairman of the British Columbia Agricultural Society for 1881 and 1882.

"In the general election of 1886, he was elected to represent the city of Victoria in the provincial legislature, and joined the government of Hon. A. E. B. Davie in 1887, being re-elected in August of that year, after having accepted the portfolio of finance minister. At the general election of 1890, he was again returned for the city of Victoria and occupied the position of finance minister in the government of Hon. John Robson. In 1894, he was once again elected by his constituents, and in the cabinet of which Hon. Theodore Davie was premier, he continued to administer the finances of the province.

"On Saturday, March 2, 1895, Hon. Theodore Davie resigned the premiership, and Mr. Turner was called upon to form a cabinet. He served

the province as premier and minister of finance from that time till August, 1898, when his government was dismissed from office by Lieutenant-Governor McInnes, and for the next two sessions he led the opposition. In 1900, Hon. James Dunsmuir assumed the premiership, and Mr. Turner was one of the first invited to enter the new cabinet. He accepted his old portfolio of finance, and remained in office till September 3, 1901, when he retired from office to accept the important position of agent-general of British Columbia, in London, England.

"From the day he entered politics, Mr. Turner always possessed the entire confidence of his constituents, and during his long career as a business man and politician, has always taken an active interest in the mining, fishing, and other interests of the province, of which he was a foremost promoter. He has been connected with most of the large enterprises which have had their origin in Victoria, and while his business was centered in this city, he had also large commercial interests in other parts of the province.

"Mr. Turner was married in 1860 to Miss Eilbeck, of Whithaven, Cumberland, England. Mrs. Turner accompanied her husband to England, her departure being deeply regretted by her very large circle of friends in Victoria, and throughout the province."

Mr. Turner has filled the office of agent-general most acceptably, and in a great many ways has advanced the interests of the province, being instant in and out of season in its behalf. British Columbia has received great prominence through his efforts.

JOHN HORATIO WATSON.

John Horatio Watson, chief of the New Westminster fire department, has been connected with that most important branch of the municipal service for sixteen years, and has advanced to the head of the department by steady promotions based on efficiency and merit as a firefighter, with courage and coolness and skill tested in many a hard-fought battle with the destroying element. It is a fact of which the citizens of New Westminster feel very proud that their fire department ranks with the best in the northwest when the size of the city is considered, and it is therefore a position of honor as well as of utmost responsibility to be its chief.

Mr. Watson, who is yet a young man, being only twenty-two when he entered the department, was born in Durham, Grey county, Ontario, in 1867. His parents were Robert and Dinah (Gadd) Watson. His father was a

Grey county farmer for many years, and later moved to Algoma in Western Ontario, where he still lives.

After an education in the common and grammar schools of Grey county Mr. Watson left school at the age of sixteen, and began learning the stonemason's trade. In 1885 he came to British Columbia, and continued to follow his trade in New Westminster until 1889. In the latter year he was appointed driver in the fire department. From this post he was promoted to chemical engineer, then to captain, and in 1899 came his appointment as chief of the department, which office he has since done so much to honor. The fire-fighting equipment of New Westminster contains the most modern apparatus, and that combined with the efficiency and discipline of the men makes the entire service of the highest standard. The water supply is from gravity pressure, it being piped from Lake Couquillam, a distance of fourteen miles, to a reservoir on a high altitude above the city, so that, at low level, there is a pressure of one hundred and seventy-three pounds to the inch. The New Westminster fire service has undergone a complete reorganization and transformation since the disastrous fire in 1898, which destroyed the entire business section of the city, and which brought home to the citizens and authorities the necessity of a first class fire department. Since then new and modern apparatus has been added and everything done to make the service equal to the demands of a growing city.

Mr. Watson was married in 1893 to Miss Nellie Deans, of Grand Valley, Ontario. She died in the following year, and left one son, Albert Bertrand. In 1902 Mr. Watson took for his second wife Miss Margaret Murray, of Woodstock, Ontario. By this marriage also there is a son, Robert Murray. Mr. Watson affiliates with the Knights of Pythias, and is one of the popular and highly esteemed citizens of New Westminster.

CHARLES ROBERT HAMILTON, K. C.

Charles Robert Hamilton, K. C., barrister at law and mayor of the city of Rossland, was born in the city of Quebec in 1867. His father, Charles Hamilton, a native of Quebec, is Bishop of Ottawa in the Church of England, and one of the foremost ecclesiastics of his day, whose work and influence have been of lasting value to his church and to social and religious welfare. Mr. Hamilton's mother, Frances Louisa Hume (Thompson) Hamilton, was born in England, a daughter of Commissary-General Thompson, at one time stationed in the city of Toronto. Mr. Hamilton was educated at Bishop's College School in Lennoxville, Quebec, and at Kebbe College, Oxford, and graduated with second class honors from the University of Oxford in 1888,

with the degree of B. A. Returning to Canada in 1889 he took his law course in Osgood Hall, and came to British Columbia in 1892, while in January of the following year he was admitted to the bar of this province. He practiced law in Vancouver with A. St. G. Hammersley until 1896, and since that year has been located and engaged in active practice in Rossland. Since 1900 he has served as alderman and in January, 1905, was elected mayor of that city. He is a bencher of the Law Society, a justice of the peace for the province of British Columbia and was in April, 1905, appointed a king's counsel.

In 1900 Mr. Hamilton married Miss Edith Bell Wilson, a daughter of W. B. Wilson, a pioneer of British Columbia. They are the parents of four children, named Charles Hamwood, Edith Frances Mary, Violet Craigie and Isobel Joan.

VICTORIA CHEMICAL WORKS.

The Victoria Chemical Works is one of the most important manufacturing enterprises of Victoria. It was established in 1892 and has since been in continuous operation and productive of great material value to the city in which it is located. This is the only establishment in British Columbia where sulphuric acid, nitric acid and muriatic acid are manufactured for commercial purposes, and the plant is one of the most extensive of its kind. The crude materials for these products are brought here in immense quantities, sulphur being brought from Japan by the shipload, as is also the case with nitre from South America. Chemical fertilizers form a large share of the yearly output of the plant, and the trade in this material is yearly increasing as its importance is realized and its use extended. Thirty-five to forty men are employed in the works, and these alone form the nucleus of a prosperous little community which gains its support through the operations of this industry.

The Victoria Chemical Works were founded by Englishmen from Manchester, who came out to Victoria and established their homes in the city that they might give their personal attention and efforts to the development of this important enterprise. The proprietors and founders are Messrs. J. W. Fisher, John A. Hall and Frederick Moore, who are the directors and managers of the business, and it is due to their energy and organizing ability that the institution has so soon attained a flourishing status among the manufacturing of the northwest coast. Since taking up their residence in Victoria these gentlemen have shown their public spirit in numberless ways, and are ardent coadjutors in all movements looking to the permanent improvement and upbuilding of the city.

RICHARD H. ALEXANDER.

Richard H. Alexander, secretary and local manager of the British Columbia Mills, Timber & Trading Company, is a British Columbia pioneer of 1862. A native of Scotland, he was born on the 26th of March, 1844, representing one of the old families of that country. His father, James Alexander, was born in Scotland, as was his wife, who bore the maiden name of Eliza Scott. Five children were born unto them in Scotland and with their family they emigrated to Canada in 1855. The father was a wine merchant in Edinburgh and followed the same pursuit in Toronto. Later he returned to Scotland, where he died at the age of fifty years.

Richard H. Alexander remained in Toronto until 1862, when at the age of eighteen years he joined a company bound overland for British Columbia and went to Fort Garry, the Winnipeg of those days, while later he made the trip with oxen and Red River carts to Edmonton, thence across the mountains to the head waters of the Fraser river and down that stream to Westminster. His first winter was spent in cutting cord wood at a dollar and a half per cord and some of the trees were of such proportions that a single section of four feet cut up into a cord of wood. In 1863 Mr. Alexander went to the Cariboo mines, but was not very successful in placer mining. There was gold in that country, but it was not near enough the surface to make mining profitable. Later he obtained work as a helper in a pack train, taking food supplies to the mines. Upon his return to Victoria he worked for the Hudson's Bay Company as a longshoreman on the wharfs and afterwards secured a clerkship in a store, occupying that position until he came to Vancouver in 1870. Here he accepted a position as accountant in the employ of the Hastings Sawmill Company and in 1882 he became manager of the company, with which he has been actively connected for the past thirty-four years. His management has had much to do with the great success that the company has attained.

There were but six acres of land cleared when Mr. Alexander came to the place where the splendid city of Vancouver now stands and the remainder was covered with a dense forest. During all of the early growth and development of the town he was associated with nearly every movement or enterprise that had to do with its upbuilding and progress along the lines of material, intellectual, social and political advancement. He was secretary of the school board, was notary public, also justice of the peace and a member of the board of health. In fact, was the only member of the last named for a time. After the organization of the city government he was



Richard Alexander

made a member of the city council and acted in that capacity for a number of years. He became chairman of the pilotage board and in 1890-91 was president of the Board of Trade of the city and is now a member of the council and of the board of arbitration of that body. He is likewise serving on the committees on railways and navigations and it may be truthfully said of him that he has been one of the city's best and most reliable business men and one of the most devoted upbuilders. He has not only won success here, but is at the present time one of the two oldest residents of Vancouver and he enjoys the confidence and high esteem of his fellow citizens.

Mr. Alexander was married in Victoria in 1867 to Miss Emma Tammadge, a native of London, England, and unto them have been born four children, all natives of British Columbia. They are Richard H. H., now secretary of the British Columbia Timber & Shingle Manufacturing Association; Frederick W., who is connected with the lumber business at Seattle, Washington; Eliza Scott, now the wife of J. L. G. Abbott, registrar of titles for the city of Vancouver; and Harry O., stipendiary magistrate of the city.

Mr. and Mrs. Alexander are communicants of the Church of England and he is a Royal Arch Mason. The family occupy a delightful home in Vancouver and their circle of friends is limited only by the circle of their acquaintances. In the forty-two years of his residence in British Columbia his activity has been so carefully directed and his celerity of action has been so marked that he stands today as one of the most conspicuous promoters of the progress and prosperity of the province.

ROBERT GEORGE MACPHERSON, M. P.

Robert George Macpherson, well known in Vancouver because of his active efforts in political circles and his prominence as a representative of commercial interests, was born in the province of Ontario, the place of his nativity being in Erin, Wellington county, while his natal day was January 28, 1866. His grandfather, Hugh Macpherson, was born on the island of Islay off the coast of Scotland, and in 1858 crossed the Atlantic to Waterloo county, Canada. His son, Archibald H. Macpherson, was born on the west coast of Scotland and accompanied his father and the family to the new world. Many representatives of the name have been school teachers, and Archibald Macpherson made that profession his life work. He married Miss Jeanette Hall, who was born in the township in Wellington county in which her marriage was celebrated and in which her son, Robert G., was afterward

born. For many years Mr. Macpherson was a promoter of the educational development of his district and his labors were a valued factor in intellectual progress. He died in 1891 in the fifty-fourth year of his age and is still survived by his widow, who has reached the age of sixty-three years. Two of their children are now in British Columbia, Robert G. and Mrs. F. McD. Russell, of Vancouver.

Robert George Macpherson acquired his preliminary education in the Arthur public schools and afterward attended the Galt Collegiate Institute. In early life he entered upon a business relation which gave him intimate and comprehensive knowledge of the drug business, but is not now conducting business.

Mr. Macpherson has always been a Liberal in his political views and has always taken a deep interest in the questions affecting the public and touching the general interests of society. On the 4th of February, 1903, he was elected to the Dominion parliament by the city of Vancouver, has served on a number of important committees and has taken an active part in all of the legislation of the sessions, doing all in his power to promote the interests of British Columbia. His labors in this direction have been attended with gratifying results and the public acknowledges its indebtedness to him for capable service rendered. He was re-elected on the 4th of November, 1904, at the general election, by a majority of nearly nine hundred, the city of Vancouver thus confirming him in his seat for a full parliamentary term of five years.

In 1890 Mr. Macpherson was married to Miss Susan Van Aken, a native of Coldwater, Michigan, and they have three children, all born in British Columbia, namely: Brita, Bessie and Archie. The parents are members of St. John's Presbyterian church and Mr. Macpherson belongs to Mount Hermon lodge, No. 7, A. F. & A. M., and to the Knights of Pythias fraternity. Coming to British Columbia to enjoy its splendid business opportunities that have been advanced through the rapid development and settlement of this portion of the country, he has made for himself a commendable place in commercial circles in this city and has gained success and an honorable name as a leading merchant here.

JOSEPH H. BOWES.

Joseph H. Bowes, a barrister with a large and influential practice at New Westminster, has been a resident of British Columbia during the past fourteen or fifteen years, and is a Canadian by birth and training. He is

an able lawyer, and is a public-spirited worker in the ranks of good citizenship.

Mr. Bowes was born in December, 1863, at Toronto, Ontario, a son of John C. and Anne Bowes. John C. Bowes filled the position of mayor of the city of Toronto for a period of six years. He was educated at the Upper Canada College and the University of Toronto, and after his graduation from the latter in 1884 he took up the study of law, being admitted to the bar in 1888. The first years of his practice were in Toronto, and in 1891 he came out to this province, where he had his office first in Nelson, and for some years has been located at New Westminster, with a profitable patronage. He is a member of the Greek letter fraternity Zeta Psi.

W. B. COOKE.

W. B. Cooke, of the firm of Cooke & Tait, manufacturers of lumber and red cedar shingles, was born in Orillia, Ontario, on the 7th of January, 1876, and in the paternal line comes of Irish and Scotch ancestry. His father, Walter Cooke, was born in Ontario, where the grandfather, Rev. John Cooke, had located at an early day. They were Scotch Presbyterians in religious faith and the grandfather was a minister of that church. Walter Cooke moved from Canada to Rockford, Illinois, where for many years he was superintendent of an insurance company. In his native province he was united in marriage to Miss Virginia Taylor, a representative of an old Virginian family of cotton planters. Prior to the Civil war the Taylors had a large plantation and one hundred and fifty slaves and they were wealthy and influential citizens of Virginia.

W. B. Cooke, the only member of his father's family in British Columbia, pursued his education in the collegiate institute of his native town and for some time engaged in reading law, thinking to become a member of the bar, but abandoning that plan he accepted a position as accountant with the firm of George Vick & Sons, doing an extensive wholesale business as dealers in grain. Becoming impressed with the advantages of the west Mr. Cooke resolved to try his fortune on the Pacific coast and in 1899 arrived in the province of British Columbia. He was for two years thereafter employed as accountant by W. L. Tait, and the present firm of Cooke & Tait was then formed. His partner is Edward R. Tait. He was practically reared in the lumber and shingle business and is a practical mill man, his father having been one of the largest shingle manufacturers of Canada and having the credit of making the first sawed shingles in the province. The firm of Cooke & Tait was formed in 1901 and they have since engaged in the manufacture

of lumber of all dimensions and red cedar shingles. The mill capacity is thirty-five thousand feet of lumber in ten hours and one hundred thousand shingles in the same time. After manufacturing shingles for two and a half years they built the sawmill and then embarked in the manufacture of lumber, and the business has met with a continuous and satisfactory growth. Mr. Tait gives his personal supervision to the manufacturing department, Mr. Cooke to the business management, and they constitute a successful firm. Mr. Cooke is a young man not yet thirty years of age, but in his career has displayed business enterprise and sagacity that have led to creditable success and would do honor to a man of much greater age. He possesses the enterprising spirit which has been the dominant quality in the upbuilding and development of the Pacific coast country and what he undertakes he carries forward to successful completion, brooking no obstacles that can be overcome by strong and determined purpose and honorable effort. He is an attendant of St. Andrew's Presbyterian church.

ADAM SWART VEDDER.

Adam Swart Vedder, prominent pioneer freighter, rancher and general farmer, man of affairs, has been a resident of the province for nearly forty-five years, and during an active career beginning when he was a boy in his teens he has prosecuted every undertaking with energy and resolution that brings results and has won success in a most laudable manner. His principal activity has been centered about Chilliwack in New Westminster district, and as one of the oldest citizens of this vicinity he is accordingly honored and esteemed both for the sterling worth of his character and for what he has accomplished in a material way.

Of New York Dutch stock, with sturdy ancestral lines stretching back for numerous generations, Mr. Vedder was born in Schenectady, New York, July 27, 1834, being a son of Volkert and Agnes (Swart) Vedder, both of whom are long since deceased. After an education in the public schools of his native city, he passed into the practical affairs of life at an early age, and in 1846 moved west to Chicago, which was his home for some five or six years. In April, 1852, being then a strong and vigorous youth of eighteen, he made the overland journey to the Pacific coast, reaching Sacramento, California, on August 12, 1852. He engaged in freighting to the mines, and continued in the golden state for about eight years. In May, 1860, he came up to British Columbia, and after spending the winter at Sumas continued the freighting business in this country. He drove the first big team over the Yale road on its completion in 1865. He followed



A. S. Vedder

freighting until 1868, and then preempted land near Sumas, beginning the ranching operations which he has continued with so much success for over thirty-five years. He added to his estate by purchase until he owned twelve hundred acres in that vicinity. He settled on his present fine place of two hundred and ninety acres in 1882, and cleared and broke all the land himself, in the course of a few years evolving one of the model farms of the Chilliwack valley. In 1890 he erected his present residence, which is the finest in the valley.

Mr. Vedder was married in January, 1877, to Mrs. Althea Dicker, of Chilliwack, who died in 1892, leaving one child. In 1894 Mr. Vedder was married to Elizabeth Jackman, of Chilliwack. Mr. Vedder is a member of Ionic Lodge No. 19, A. F. & A. M., and adheres to the Presbyterian denomination. A Liberal in politics, he was elected in 1897 to the provincial parliament to fill out an unexpired term. He was warden of municipality in 1878, and has been city councilman several terms.

CHARLES WILLIAM MUNRO.

Charles William Munro, member of the provincial parliament and a prominent citizen of Chilliwack, has been a resident of the Chilliwack valley for over fifteen years, and has not only attained to a commendable degree of private prosperity, but has also evinced an eminent degree of public spirit and has made himself a valuable factor in public affairs and advancement of the best interests of the province and community.

Mr. Munro is a son of Asael and Charlotte Ann (Barclay) Munro, well known residents of the Chilliwack valley. He was born in Dundas county, Ontario, March 15, 1864, and was educated in the grammar and high schools of that county. He fitted for ministerial work, and for two years before going to university traveled as a Methodist clergyman. He attended Coburg University, and is a finely educated and well informed man, of broad-gauged principles and progressive and enterprising in all his undertakings. He came out to British Columbia in 1888 to seek a climate and country more beneficial to his health, and he has ever since been a prominent resident of the Chilliwack valley.

Mr. Munro was elected to the provincial parliament in 1898, and has been twice re-elected, now serving his third term. He belongs to the progressive Liberal party, and takes a practical interest in political affairs. He was married in 1893 to Miss Sarah Marcellus, a daughter of Alfred Marcellus, of Dundas county, Ontario. They have one child, Edith.

HON. MONTAGUE W. T. DRAKE.

Hon. Montague William Trywhitt Drake, who for fifteen years has been a judge of the supreme court of British Columbia, is a pioneer of the province, his residence here dating from 1859. Born in Kingswalden, Hertfordshire, England, on the 20th of January, 1830, he is descended from the Trywhitt Drakes of Shardeloes, Bucks county, and is a son of Rev. George Drake, an English clergyman who married Miss Jane Halsey, also a representative of a distinguished old English family.

Judge Drake was educated at the Charter House school and also received his preparatory training in London. He was admitted as a solicitor and counselor of law to the supreme courts of England in 1851, and practiced his profession in his native country until 1859, when attracted by the business opportunities of the great and growing northwest he made his way to British Columbia. He had sailed from Liverpool to Quebec and after spending a short time in Canada came to Victoria by way of New York and the Isthmus of Panama. Recent discoveries of gold led the great majority of those who came to the shores of this country to make their way to the mines, and thinking that he might rapidly acquire wealth Judge Drake also went to the gold fields and spent some time in searching for the precious metal, but his expenses exceeded his receipts and he returned to Victoria to resume his law practice. There he entered into partnership with Attorney General Carey, a relationship that was maintained for two years. He also took an active part in politics, being a close student of the questions and issues of the day, and soon afterwards he was elected a member of the legislative council of British Columbia, as representative for Victoria. He continuously occupied his seat in the house until 1870. He also took a deep interest in the educational affairs of his city and served as a member of the board of education for British Columbia from 1872 until 1879. In 1877 he was elected mayor of the city and in 1882 he was again elected to the legislative assembly to represent Victoria. He was president of the executive council from January, 1883, until October, 1884, and in 1889 he was elevated to the supreme bench of the province, where he has served most faithfully and honorably for the past fifteen years. His legal learning, his analytical mind, the readiness with which he grasps the points in an argument, all combine to make him one of the most capable jurists that has ever graced the court of last resort, and the public and the profession acknowledge him the peer of any member of the appellate court.

In 1862 Judge Drake was married to Miss Joanna Tolmie, a native of

Scotland, born in Ardersier, Invernesshire, who died in 1901. He has five children, four daughters and a son, all born in Victoria, namely: Maud, now the wife of Arthur W. Bridgman; Mildred, the wife of G. Barnardiston; Helen, the wife of Arthur Crease; Brian, who is a barrister and registrar of the supreme court; and one unmarried daughter. Judge Drake is a communicant of the Church of England and he is a member of the Pioneer Society of the Province. He resides at No. 2 Pleasant street, Victoria. Nature has bestowed upon Judge Drake many of her rarest gifts. He possesses a mind of broad compass and an industry which has brought forth every spark of talent with which nature has gifted him. He is widely recognized in every way as a most superior man.

WILLIAM HUNTER.

William Hunter, of Silverton, is numbered among the honored pioneers of the Kootenay district and his efforts have been of great value in the development of this country. He came here when the work of improvement and progress had scarcely been begun and the dangers and difficulties which always confront the pioneer fell to his lot. The work of the early settler is extremely arduous because there are no home products, industries, agricultural or commercial. Without railroad facilities everything must be transported and the conditions called forth every spark of ingenuity and native talent possessed by the individual in order that he might use his few equipments to the best advantage. The country was rich in natural resources and Mr. Hunter, identifying his interests with those of the northwest, has been an important factor in its industrial, commercial and mining development.

A native of the province of Quebec, Mr. Hunter was born September 28, 1858, about thirty miles from Montreal, Hemmingford county. His parents were William and Jannet (Macky) Hunter, the former now residing in Prince Edward island, while the latter has passed away. In his early boyhood days William Hunter accompanied his parents on their removal to Prince Edward Island and acquired his education there in the public schools. His father was proprietor of a lumber mill and owner of a farm and William Hunter worked with him until he left home, gaining practical and comprehensive knowledge of both lines of business. Attracted by the glowing descriptions which he had heard of the west and its possibilities he came to British Columbia in 1884 and worked on railroad construction for two years. He then made a visit to his old home in the east, after which he again came to the Pacific coast, this time locating in the state of Washington, where he was engaged in bridge building until 1889. That year wit-

nessed his arrival in Nelson, British Columbia. He came here to put up a mill and built the first mining mill in the Kootenay district on Toad mountain at Golden King mine. The same year he went to the Poorman mine and worked on a stamp mill for one year, after which he returned to Nelson, where he erected the International Hotel, which he conducted for five months. He then sold the property to Bruce Craddock and was afterward engaged in the construction of a mill at the Whitewater mine. In the fall of 1891 he went to New Denver, where he embarked in general merchandising, conducting the store for ten months as a member of the firm of Hunter and McKinnon, after which he sold out to Borne Brothers. In 1891 Mr. Hunter located the town site of Silverton and he then organized a company to build a steamer on Slocan Lake and completed it in November, 1892. The lumber had to be all whipped-sawed and cost one hundred and twenty-five dollars per thousand feet. He secured the services of two boat builders from Portland, Oregon, while the machinery was let to a Toronto firm. The work was delayed because it required all the summer to get the boilers, owing to the failure of the Toronto firm to which he had given the contract. It cost six cents per pound to transport a part of the machinery and the boiler was shipped at a cost of three and a half cents per pound. The dimensions of the boat were sixty feet with twelve foot beam and it had twin screws. The work was completed at a cost of ten thousand dollars and the boat was then launched. Still further Mr. Hunter contributed to the development of the district by opening a store in Silverton in the spring of 1893 under the name of the Slocan Mercantile Company. In the succeeding fall J. Fred Hume, who was a partner, sold his interest and the store was then conducted by the firm of Hunter & McKinnon. In 1894 they opened a branch store in New Denver, but in the fall of that year sold out and opened another store at Three Forks. In 1896 they established a branch house at Sandon and in 1897, having purchased his partner's interest, Mr. Hunter incorporated the William Hunter Company. In 1899 he opened a store in Brooklyn, which he conducted for about five months, closing out, however, on the completion of the railroad. He afterward built a store in Phoenix, but later sold his stock there. The building was burned down and Mr. Hunter rebuilt it and again stocked it with goods in 1901. He is still proprietor of that mercantile enterprise. In 1897 he sold the store at Sandon to the firm of Hunter Brothers and in 1902 he sold the store at Three Forks to John T. Kelly, while in 1903 the firm of Wilson & Barclay became proprietors of his store at Silverton. He has been the pioneer in inaugurating



J. K. Rice

many new industries and commercial interests and his efforts have contributed in large and substantial measure to the improvement of the districts in which he has carried on business.

Mr. Hunter has found another field of labor in the development of the rich mining resources of the country and is now heavily interested in mining property. In 1903 he began operating the Comstock mine, which is proving a very paying one. He also has another property on the north fork of Carpenter creek called the Rowse mine. These seem to contain an inexhaustible supply of ore, which furnished a rich yield, and the business is now profitably conducted.

In 1901 Mr. Hunter was united in marriage to Miss Maggie Parsons, a daughter of Robert Parsons, of New Westminster, and they have one child, Helen. Mr. Hunter belongs to Kaslo lodge, A. F. & A. M., and is also a member of the Presbyterian church. He served as justice of the peace in Silverton for seven years and has been a co-operant factor in many progressive measures that have had for their object the benefit of the community. He belongs to the little group of distinctively representative business men who have been the pioneers in inaugurating and building up the chief industries of this section of the country. He early had the sagacity and prescience to discern the eminence which the future had in store for this great and growing country, and, acting in accordance with the dictates of his faith and judgment, he has garnered, in the fullness of time, the generous harvest which is the just recompense of indomitable industry, spotless integrity and marvelous enterprise and in business he has achieved success through honorable effort, untiring industry and capable management.

JONATHAN REECE.

Jonathan Reece, who died June 4, 1904, was one of the oldest and most honored of the citizens of Chilliwack, and his life, reaching beyond the seventieth milestone, was exceedingly busy, useful and worthy in all deeds and aspirations. He identified himself closely with the affairs of his home community, was always ready to devote his energies to some public-spirited enterprise, was liberal of his time and money, and made himself a powerful factor for good and progress along all lines of activity.

The late Jonathan Reece was born in Oxford county, Ontario, May 1, 1831, so that he was a month past his seventy-third birthday when death called him to lay down his duties. Spending his early life in Oxford county, where he was educated in the public schools and spent the vacation periods in working on his father's farm, he was nearly grown when he left home to

seek for himself a place in the world's affairs. After spending a short time in the state of Michigan, in 1851 he went to California, where he was employed in various occupations for seven years. He came up to British Columbia in 1858 and went to the mining regions of the Cariboo, but shortage of provisions soon compelled him to leave this district, and he came to the more settled parts of the province, although the entire country was just then beginning to develop and he was among the pioneers of the province. He worked in a sawmill in Yale for a time, and then went into the butcher business. In the year 1869 he came to Chilliwack, and to him belongs the honor of taking up the first pre-emption at this place. He purchased land from other parties, and during his life time came into possession of large amounts of land. He was one of the best known and most highly respected men in his community, successful and progressive in all departments of his activity. In politics he was a Liberal.

Mr. Reece was married in 1866 to Miss Lucinda Lewis, a daughter of Edwin Lewis, of Oxford county, Ontario. The five children of this union are Willena, wife of Jonathan Galloway, of Chilliwack; Bertha, wife of George Marshall, of Chilliwack; Flora, wife of James Ballamy, of Chilliwack; and Edwin and Elenora. Mrs. Reece is a member of the pioneer society of Chilliwack, being the third white woman settler in this district, coming in 1866. She has witnessed many important changes in the growth and development of the country. She takes an active part in church affairs, and is a member of the Methodist congregation.

WILLIAM GRANT GAUNCE.

The rapid development of the great northwest has furnished excellent fields of labor wherein the activity of men of energy, ambition and discrimination have proven resultant factors in winning prosperity. William Grant Gaunce, who is engaged in the real estate and mining brokerage business in Greenwood, came to this place in 1898. He was born in Carsonville, Kings county, New Brunswick, August 5, 1850, his parents being Christopher G. and Esther (Cook) Gaunce, both of whom are deceased. He was educated in the public schools of his native city, in Superior school in Millstream and in the University of New Brunswick, completing a course by graduation in the last named institution with the class of 1873, winning the Douglas gold medal in his last year over a large number of competitors. For a number of years he was identified with educational work, following the profession of teaching in the city and high schools of New Brunswick for six years, while for five years he was inspector of schools. In 1884 he was sent to

England in behalf of emigration and following his return to his native land he was for three years superintendent of agencies for the Confederation Life Insurance Company for New Brunswick and Prince Edward Island. In 1889 he went to the state of Washington, where he remained for four years, or until 1893. In 1896-7 he conducted the immigration bureau of the state of Washington and in 1898 he came to Greenwood, where he has since made his home. Here he embarked in the real estate and mining brokerage business, in which he has since been engaged, and during the six years of his connection with this city he has secured a large clientage. Many important real estate transfers have been promoted through his efforts and he has handled much valuable mining stock.

In community affairs Mr. Gaunce has taken a very active and helpful part, withholding his co-operation from no measure which he believes will contribute to general progress and improvement. He has been secretary of the board of trade of Greenwood almost continuously since its organization and he was a member of the commission which settled the coal strike at Fernie, British Columbia, in March, 1903.

In 1875 Mr. Gaunce was happily married to Miss Eliza J. Atherton, of Frederickton, New Brunswick, and they have two children, Harold S. and A. Helen. Mr. Gaunce belongs to the Ancient Order of United Workmen and is a Conservative in politics, while in his religious belief he is a Congregationalist. The field of business is limitless, its opportunities are many, and yet comparatively few who enter the world's broad field of battle come off victors in the struggle for success and prominence. This is usually due to one or more of various causes—superficial preparation, lack of close application or an unwise choice in selecting an avocation for which one is fitted. The reverse of all these has entered into the success and prominence which Mr. Gaunce has attained in the business circles of Greenwood, where he now has a wide and favorable acquaintance.

SAMUEL STEWART FOWLER.

Samuel Stewart Fowler, one of the foremost mining engineers of British Columbia, a resident of the city of Nelson, and active in the management and development of several of the most important mining, power and industrial enterprises of this section of the province, was born in New York city in 1860. His parents were Azro and Louisa (Abbott) Fowler, of well known and long established New England ancestry.

Mr. Fowler received the highest educational advantages offered in the eastern metropolis. He graduated from a liberal arts course in 1881 with

the degree of A. B., and in 1884 graduated from the Columbia University School of Mines with the degree of E. M. From 1884 to 1886 he was employed as a civil engineer in New York. In May, 1886, he went to the Black Hills of South Dakota, and filled positions in mining, smelting and milling concerns. In January, 1888, he was called to El Paso, Texas, and there built and operated a smelting plant. In the fall of 1888 he became assistant superintendent of the Bunker Hill and Sullivan mines of Idaho. In the summer of 1889 he arrived in British Columbia, this being a preliminary trip with reference to the building of a smelter for western capital. In 1890 he built, at Golden, one of the first smelters in the province. From 1891 to 1896 he was mining engineer for several British syndicates and at the same time prospected in different portions of the province.

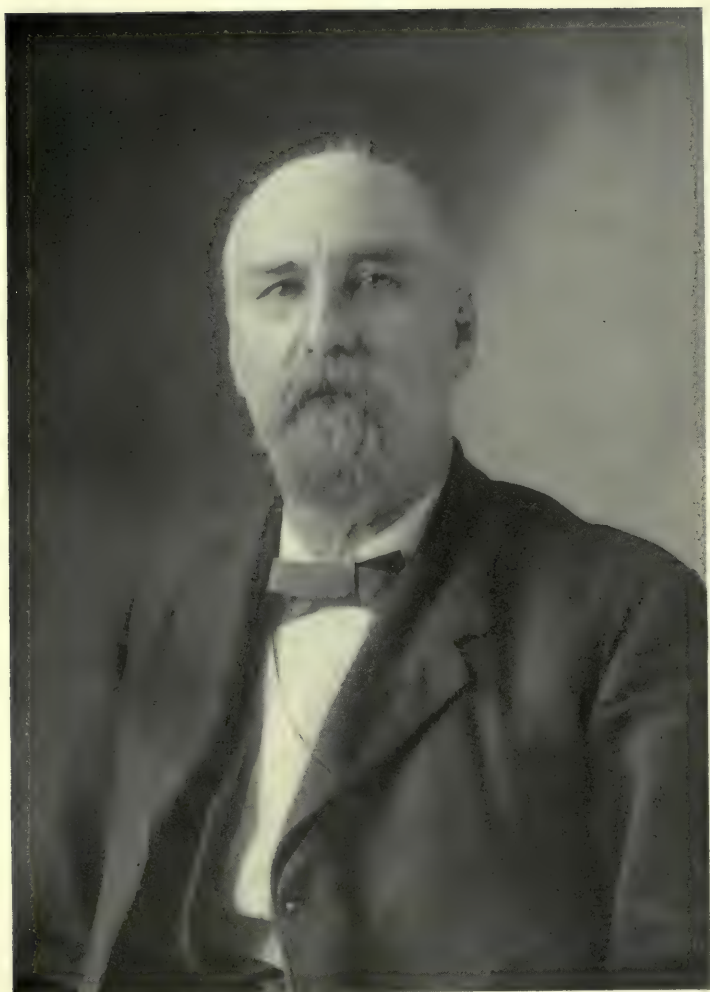
In the spring of 1896 Mr. Fowler became engineer for the London and British Columbia Gold Fields Company, a finance and development syndicate, which organized the Ymir Gold Mines, Limited, the Whitewater Gold Mines, Limited, and the Enterprise British Columbia Mines, Limited. This company took over the property of the Cascade Water Power and Light Company, and equipped and utilized the power of the falls of the Kettle river at Cascade City, the plant now supplying power to the surrounding districts. Since the death of J. Roderick Robertson Mr. Fowler has assumed the management of the company's interests, and has lent his energies and ability without reserve to the upbuilding of the industrial affairs of this section of the province.

Although an eminently practical and exceedingly busy engineer, Mr. Fowler gives much attention to all branches of his profession and is a member of various organizations connected with this line of activity. He has membership with the American Institute of Mining Engineers, with the Institute of Mining and Metallurgy of London, is past president of the Canadian Mining Institute, and a member of the Franklin Institute of Philadelphia.

Mr. Fowler was married in 1902 to Miss Frances Hedley, a daughter of the late William Hedley of Halifax.

JOHN HOUSTON.

John Houston is editor and publisher of the *Nelson Tribune*, which he founded in 1892, and he has a place among the newspaper men of British Columbia. He has not only held up the mirror to public events and through his editorial columns lent his influence for public advancement, but as a citi-



Samuel Drake

zen has himself taken an active part in affairs and in various official relations has served his city and province.

Born in 1850, on a farm in Caledon township, Peel county, Ontario, a son of William and Mary (Thomas) Houston, his father a native Scotchman and his mother born in Canada, he began his education in the public schools of Caledon, but left school when fourteen years old and has since relied on his powers of observation for an acquaintance with the affairs of the world. On leaving school he went to Chicago, and became an apprentice to the printer's trade, in 1865, having been identified with that line of business for practically forty years. He came to British Columbia in 1888, and has since been identified with the affairs of the Kootenay district. He established the *Donald Truth* in 1888, and in 1890 the *Nelson Miner*, and in 1892 the *Nelson Tribune*, of which he is the editor and manager. He also established the *Rossland Miner* in 1895.

Mr. Houston was elected mayor of Nelson in 1897, 1898, 1900 and 1905, giving the city a most efficient administration of its affairs. He was elected to the provincial legislature in 1900, and was re-elected in 1903. He is affiliated with the Fraternal Order of Eagles, and is not affiliated with any other order, society or church. He is married, his wife, Edith May Keeley, being a native of York county, Ontario.

SAMUEL DRAKE.

Samuel Drake, for the past twenty years associated with the responsible office of jailer and sheriff of Nanaimo, is one of the British Columbia pioneers, and the forty odd years spent in this province have been varied in activity and results, but have culminated in universal respect and esteem among his fellowmen and a gratifying degree of material prosperity. During the early days he was connected with half a dozen different enterprises in this new northwest country, and, while not universally successful, his energy and resolution never flagged and his career as a whole has been unusually successful and useful.

Born in Devonshire, England, June 18, 1838, his parents, Samuel and Maria (Richards) Drake, being long since deceased, he was reared in one of the most noted mining regions of old England, and naturally his first and very early occupation was working in the copper mines of Devonshire. When twenty years old he came to a field of broader and better opportunities in the new world, and worked for a time in the old Cliff copper mine in the state of Michigan. In 1861 he went to California and worked six months in the quicksilver mines, and in the spring of 1862 joined the rush to the Fraser

river in British Columbia. In that early year in the history of the province he landed at the then new and straggling town of Victoria. He then went as foreman of a copper mine at Sooke, on Vancouver Island, next went to the Cariboo region and got as far as Douglas portage. In that vicinity he worked on the Trutch contract from Chapman's Bar to Boston Bar, and during the summer was foreman of road construction. He spent the winter seasons of 1862 and 1863 in Victoria, and finished his contract during the open months. In the spring of 1864 he went to Cariboo and became foreman of a copper mine. He later bought into what was known as the Watson claim on Williams creek, and directed his energies to the working of that for three years, but in the end the company became involved in a lawsuit and lost the claim in the court of equity. Following that unfortunate outcome he worked for wages and also prospected on Wilson creek and other places. In the fall of 1872 he arrived in Nanaimo, and his interests have been almost permanently centered at this place ever since. He worked in the Douglas pit until 1874, and during that year he put in nine months and in 1875 eight months in work at Cassiar, after which he returned to Nanaimo and began working in the coal mines. In 1878 he was appointed guard of convicts, and in 1885 was advanced to the position of assistant jailer and assistant sheriff, and somewhat later was appointed jailer and sheriff and has held the office to the present time, always serving with marked efficiency and giving an administration of unusual satisfaction in this very difficult and responsible office.

Mr. Drake was happily married in Nanaimo on Christmas eve of 1873, and eleven children have been born to himself and wife, two of them being deceased. Maria is the wife of Edward Devlin, of Nanaimo; Rhoda Lavina is deceased; Rhoda is the wife of Alex Forester; Mary; Elizabeth is the wife of Robert Vipond; and the others are Annie, Ella, Samuel, Jr., Francis, Ethel and Lillian. Mr. Drake is a member and past master of Ashlar Lodge No. 3, A. F. & A. M., and in religion is a Methodist.

JEFFERY HAMMAR.

Jeffery Hammar, who is filling the position of mayor of Grand Forks for the second term, and is one of the prominent and influential residents of that city, wielding a wide influence in public thought and action, was born in Sweden, August 8, 1865. He was reared under the parental roof and pursued his education in the public schools in Stockholm, after which he learned the butcher's trade under his father. In 1883 he crossed the Atlantic to New York city and soon secured employment there. Later he was employed

in different places in the United States and in 1897 he arrived in British Columbia, locating at Rossland. There he conducted a boardinghouse for a short time, when he removed across the line to Bossburg, Washington. Becoming identified with business interests there as a butcher, he conducted his market until 1897, when he started a market in Grand Forks. He remained proprietor of that business until he sold out and accepted the management of the business established by P. Burns & Company. He is successfully controlling this business enterprise, managing the market with a capability that shows that he has excellent knowledge of the trade and thoroughly understands the wishes of his patrons.

In April, 1896, Mr. Hammar was united in marriage to Miss Kerstin Johnson, also a native of Sweden. They have two children. Mr. Hammar is a member of the I. O. O. F. and the Knights of Pythias, this year being elected to grand master at arms, and enjoys the confidence and high esteem of the members of these fraternities.

Mr. Hammar, in the position of mayor, has the confidence of the aldermanic board and ratepayers, always exercising his official prerogatives in support of every measure calculated to foster the general good or advance the public prosperity of the city.

JOHN AYTON GIBSON.

John Ayton Gibson, the postmaster of Nelson, was born in Teeswater, county Bruce, Ontario, September 29, 1859, and is a son of Alexander and Agnes' (Hastie) Gibson. His father is deceased, while his mother is now living in London, Ontario. In the public schools of his native town John A. Gibson acquired his early education, which was afterward supplemented by study in a high school in Walkerton. His education completed, he accepted a clerkship in a general store in Teeswater and in 1881 he went to Manitoba, where he entered the service of a contracting firm. In 1884 he arrived in British Columbia, landing at Golden after walking the entire distance from Calgary. Hoping to rapidly realize wealth in the mining districts he began a search for gold, but like many others was unsuccessful, and returned to other business pursuits. In 1885 he opened a store and started pack trains to the Similkameen country, continuing thus until the trade fell off and business was at a standstill. He then returned to Winnipeg, but after remaining there for a year he again came to British Columbia, for he believed that its future was a bright one and that business conditions would develop, so that he might have better opportunities in the far west. For a year after his return he engaged in mining and then established a drug store in con-

nection with W. F. Teetzel, conducting this enterprise until 1896, when he sold his interest. In that year he became manager of the Phair Hotel, which he conducted until 1902, when he was appointed postmaster of Nelson, which position he yet occupies. He employs four clerks and through the holidays has extra service. The new postoffice building completed in 1903 is the handsomest structure in the Kootenay country and in his administration of the affairs of the office Mr. Gibson displays marked capability, executive force and fidelity to duty. He has always taken an active interest in political affairs, supporting the cause of the Liberal party. He is a member of the Presbyterian church and his interest in its work is sincere. Progress and patriotism may well be termed the keynote of his character, for at all times he labors for advancement and has put forth effective and earnest effort in behalf of general improvement. He is enthusiastic in the subject of the future of the province and especially of the Kootenay country and is a worthy representative of that substantial class of citizens who uphold the social, political and moral status of the community.

THOMAS KIRKPATRICK.

Thomas Kirkpatrick, a prominent manufacturer of red cedar shingles with offices and mills at Hastings, British Columbia, and residence in Vancouver, has lived in the province since 1886. This was the year of the great fire and the year of the organization and naming of the city of Vancouver. With the business development he has since been closely identified and his efforts have been resultant factors in the promotion of its substantial growth.

A native of Nova Scotia, Mr. Kirkpatrick was born in Parrsboro, on the 10th of December, 1864. His father, Alexander Kirkpatrick, who was of Irish lineage, became one of the early settlers of that section of Nova Scotia and was married there to Miss Eliza Mason, a native of that country. She died in the forty-fifth year of her age, but Mr. Kirkpatrick is still living in his eighty-sixth year.

Mr. Kirkpatrick of this review is the only member of the family in British Columbia. He was educated in his native town and reared upon his father's farm. In 1886, when nineteen years of age, he went to Boston and two years later came to British Columbia, where he accepted a position in a shingle mill under George Slater, being paid thirty dollars per month. He continued to work in that mill for two years and then, desiring to benefit more directly by his own labors, he entered upon an independent business career by renting a small mill at Port Moody. This he operated for two years with varying success, thus gaining a good start in the business world



Isaac T. H. H.

In 1890 Mr. Kirkpatrick again started in the manufacture of shingles. He built a scow on which he erected a shingle mill, and operated it for two years on False creek. He then purchased a site at Cedar Cove, and moved his mill to that location from False creek. In 1900 he purchased the Archibald McNair mill at Hastings, which he still owns. In 1902, the mill at Cedar Cove having been destroyed by fire, he purchased the Welsh mill at New Westminster, and built another mill at Hastings. In 1904 he lost the mill at New Westminster, also by fire, and, having no insurance, his loss was about \$15,000. His annual output of shingles is now about sixty million of common dimensions and he finds a ready sale in Ontario and throughout the northwest. His business reputation is unassailable, for he is strictly fair and honorable in his dealings and his enterprise and laudable ambition have formed an excellent foundation upon which he has built his success.

On the 18th of September, 1890, Mr. Kirkpatrick was united in marriage to Miss Elizabeth Brander, a native of Halifax and of Scotch descent, her father being Robert Brander of Halifax. This union has been blessed with two sons, Earl Alexander and Robert Huntley, both born in Vancouver and now attending school.

Mr. Kirkpatrick and his wife occupy a pleasant cottage home, about two miles from his mills. His attention is largely given to his business operations and he is now running his plant with a full quota of men, operating the mill to its full capacity. As his financial resources have increased he has invested in city property, which is continually growing in value, and his life record stands in evidence of the fact that success is not a matter of genius but is the outcome of clear judgment and experience.

ISAAC KIPP.

Isaac Kipp, of Chilliwack, is the longest established citizen of the Chilliwack valley, and took a very prominent part in the formation of the town, which was located on land that he took up over forty years ago. Persevering industry has been the dominant trait of his character and the principal ground of his success. He began his career in this country without capital or backing, and has steadily continued his work until he is now one of the most successful and widely known men of the Chilliwack valley.

Born in Brant county, West Ontario, November 10, 1840, his parents, Benjamin and Elizabeth (Force) Kipp, being both deceased, Mr. Kipp got his early schooling in a backwoods school, and most of his youth was devoted to the work of his father's farm. He remained at home and was his father's assistant until 1859. On November 3 of that year, when he was a

vigorous and ambitious young fellow of nineteen years, he sailed from New York and by way of the isthmus arrived in the golden state of California. Here he employed himself in mining for three years, in the vicinity of Forest City and Downieville. In 1862 he was among those attracted to the Cariboo district of British Columbia, and to his destination he packed his supplies on his back from Yale, a total distance of four hundred and fifty miles. Mining did not prove a successful venture with him, and he therefore stayed in the mining region but one summer. This brought him to the Chilliwack valley in the fall of 1862, and here he has worked out his successful career during the subsequent years. During the first winter he was entirely alone in the valley, this beautiful agricultural region then being in a state of nature untouched by man. As there was no recorder he could not get his pre-emption officially recorded, and he therefore sent his claims to England and received his deeds from there. He took up four hundred and eighty acres of land where the town of Chilliwack now stands. This tract was then covered with hazel brush, which he laboriously cleared off, and at length put his land into an arable state. He was in debt when he started, but he persevered through all discouragements that beset him and is today one of the most successful men of his locality. In the spring of 1904 he sold three hundred and sixty-five acres of his land, and still retains a hundred acres adjoining the town. It was Mr. Kipp who established the Excelsior mill in Chilliwack, but he later made a present of a two-thirds interest of the plant to his son and a son-in-law.

Mr. Kipp was married in 1865 to Miss Mary Ann Nelems, a daughter of William Nelems, of England, who in 1832 came to Canada and was one of the earliest pioneers of Oxford county, Ontario. There were ten children born to this union, namely: Mary Jane, wife of William Knight, of Chilliwack; Gertrude, wife of Edwin Wells, of Chilliwack; Ellen, wife of William Atkinson, of Vancouver; Alma, wife of Ed Chadsey, of Chilliwack; Edwin, William, Arthur, Frank, Fred, and Albert, deceased. There are also twenty-four grandchildren. Mr. Kipp is a Liberal in politics, and for two years served as councilman of Chilliwack.

Mrs. Kipp was the first white woman settler in the Chilliwack valley, she having left her home in Ontario in 1865, coming direct via New York, the isthmus route and San Francisco, the trip taking thirty days from New York to Victoria. Their daughter, Mrs. William Knight, was the first white child born in the district. They are both members of the pioneer society of Chilliwack. They both take an active part in church work and attend the Methodist congregation.

HIS HONOUR JUDGE HARRISON.

Judge Eli Harrison, who has attained a distinguished position in a profession where advancement depends upon individual merit and now serving as judge for the county of Nanaimo in the province of British Columbia, was born in England and was educated in the collegiate school, the venerable Archdeacon Wood being his preceptor. He prepared for the bar as a law student in the office and under the direction of George W. Pearkes, an eminent Canadian and American lawyer. He also studied with Robert Bishop and pursued his reading for a time in the office of the attorney general of British Columbia. Judge Harrison came to British Columbia in 1858 with his father, Eli Harrison, Esquire, who had crossed the plains at an early epoch in the development of the Pacific coast country and he traversed the whole of western America. He married Miss Elizabeth Warburton and both are still living, the father having attained to the advanced age of eighty years. He and his wife are communicants of the Church of England.

Judge Harrison, after careful preparation for the bar, entered upon the practice of law. He further added to his knowledge by serving as law clerk in the provincial legislature and as clerk of the house and he conducted much of the criminal business of the province as Crown prosecutor. He was acting registrar of titles for the province and his official service has always been in the line of his profession. After practicing law for a time Judge Harrison was appointed notary public, commissioner for taking affidavits in the supreme court, justice of the peace for the province, and stipendiary magistrate and county court judge of the Cariboo district. Subsequently he served as judge of the Nanaimo district and also as local judge of the supreme court with all the powers of a supreme court judge in the Nanaimo judicial district. He is also the judge of the court of revision under the assessment acts of Vancouver Island.

In 1880 Judge Harrison was married to Miss Eunice M. L. Seabrook, a native of Canada, and they became the parents of six children, all born in British Columbia, namely: Paul Phillips, a law student; Eunice Bagster; Victor Birch, a law student; Claude L., who is also studying law; Bernice, who is attending All Hallows Yale; and Herschel Roads, who is attending school in Victoria. The judge and his family adhere to the faith of the Church of England and he has attained to the thirty-second degree in Masonry. He is a past grand secretary of the Grand lodge of the province and is the representative of the Grand lodges of England, New Hampshire and Manitoba, while his father is a past grand master of the Grand lodge of

British Columbia. His real life work, however, has been the practice of law. His decisions indicate strong mentality, careful analysis, a thorough knowledge of law and an unbiased judgment. The judge on the bench fails more frequently, perhaps, from a deficiency in that broad-mindedness which not only comprehends the details of a situation quickly and that insures a complete self-control under even the most exasperating conditions than from any other cause; and the judge who makes a success in the discharge of his multitudinous delicate duties is a man of well-rounded character, finely-balanced mind and of splendid intellectual attainments. That Judge Harrison is regarded as such a jurist is a uniformly accepted fact.

BARTLEY W. SHILES.

Bartley W. Shiles, prominent in the public affairs of Westminster, now serving as one of its aldermen, while formerly he was mayor of the city, is a native of Delaware, his birth having occurred in Seaford, on the 13th of August, 1839. He comes of English ancestry and was educated in his native state. After the outbreak of the Civil war he joined the Union navy and was on the vessel Farragut on the Mississippi river, assisting in the blockading at Wilmington and at the capture of Fort Fisher. He served throughout the war and was engaged in marine service afterward until 1871, when, attracted by business possibilities which he believed to exist in British Columbia, he made his way to the northwest, locating at New Westminster. Thus he has contributed in large measure toward its substantial improvement and at the same time has promoted his individual prosperity.

While residing in the United States Mr. Shiles gave his political allegiance to the Democratic party, and on removing to British Columbia he joined the Liberal party, taking an active interest in the political questions and issues of the day. He was elected a member of the city council and served in that capacity for twenty years. He was then elected mayor and filled that important office from 1895 until 1897, inclusive. In 1896, while serving as chief executive of New Westminster, the council was composed of ten members and at a meeting in which six, constituting a quorum, were present a vote was cast concerning the building of a bridge across the Fraser river at New Westminster, to cost four hundred and sixty thousand dollars. Five of the councilmen voted in the affirmative, while one voted against the measure. Mayor Shiles being convinced that the city could not afford the building of a bridge and also believing that a substantial structure such as would be required could not be built for that money accordingly acted upon his firm convictions and vetoed the bill as it came from the

council to him. This caused a great deal of excitement in the town, for the bridge was much needed and an indignation meeting was then called to ascertain his action, but at a full meeting of the city council he gave his reasons and his action was sustained. The result has vindicated the course which he pursued and the city now has a fine steel bridge, which was built by the province at a cost of a million dollars and which cost the city not a cent. While many of the citizens at first severely criticized him for his action he was later commended by them as time proved that he had acted wisely in this matter.

In 1867 Mr. Shiles was married to Miss Eliza A. Insley, their marriage being celebrated in Delaware, and their eldest son, Delaware A., was born in that state. In 1871 Mrs. Shiles and their son came to New Westminster, joining the husband and father here, and the son is now traffic manager on the British Columbia electric railroad. The next child, Charles E., is in the custom service in Ottawa. Mrs. Shiles died in 1902 and her death was deeply regretted by many friends. She had been a devoted wife and mother and she and her husband had lived together in a happy married relation for thirty-five years. Mr. Shiles has built a nice home in New Westminster, where he resides with his son, Delaware A. He has been a valued member of the Independent Order of Odd Fellows for the past forty-four years and is past grand master of the grand lodge of British Columbia, having served as the chief officer of the order in the province in 1881. He has represented the grand lodge in the Sovereign grand lodge in St. Louis in 1891 and also at Portland, Oregon, in 1892. He is a member of the Royal Templars and has been an active member of the Methodist church for thirty-eight years, serving in some of its offices and taking a most active and helpful part in its work. Since coming to the province he has been continuously connected with its public affairs and his course has been an honor to the city that has honored him.

JOHN GRAHAM.

John Graham, numbered among Victoria's pioneer settlers, dating his residence here from April, 1859, is a native of Scotland, his birth having occurred in the city of Perth, on the 28th of December, 1826. His ancestors had long resided in that country and his father was a contractor and builder of Perth. His mother, who bore the maiden name of Elizabeth Finlay, was a daughter of George Finlay, who was for forty-three years an elder in the Presbyterian church and a very prominent, influential and highly respected citizen of his community.

John Graham lost his mother when only two years of age. He acquired his education in the city of his nativity and entered upon his business career in a solicitor's office in Perth. Later he went to Glasgow and secured a position in the treasurer's office of the Clyde. Later he went to England, where he had charge of the office of a wine merchant, and on leaving Great Britain he made his way to British Columbia, bearing with him letters of recommendation, which he presented to Sir James Douglas. He was at once appointed to fill a vacancy in the treasury, and in 1867, when the island and the mainland were united in one province, Mr. Graham was in charge of the treasury. A savings bank act was passed by the legislature about that time and he received from the executive council a mandate to establish the bank with head office in Victoria and four branches, one each at Nanaimo, New Westminster, Yale and Cariboo. The bank was under the supervision of commissioners, and Mr. Roscoe and Alfred J. Langley were appointed to serve as commissioners, their labor in this regard being entirely gratuitous. The head office of the bank was in the treasury, but to accommodate the working classes an office was opened in Government street, being opened for two hours on two days in the week. When confederation was consummated Mr. Graham was transferred to the Dominion government as assistant receiver-general for British Columbia. He occupied that position until he retired from the service in 1890. Throughout his entire business career he was recognized as the soul of honor and integrity in all business transactions and the trust reposed in him was never betrayed in the slightest degree.

On the 15th of October, 1884, Mr. Graham was united in marriage to Miss Isabella Aitken, a daughter of Walter Aitken, of Stirlingshire, Scotland, and they have a delightful home at No. 88 Simcoe street. The grounds covering two acres are adorned with beautiful flowers of their own planting and statuary placed among the trees also adds to the appearance of the place. Choice pictures and other works of art adorn the home, which in its furnishings indicates the artistic and cultured taste of the owner. Not far from his home Mr. Graham has erected three good residences, which he rents, and these, too, are surrounded with beautiful grounds. Both Mr. and Mrs. Graham are adherents of the faith of the Church of Scotland and they are prominent socially, having a wide acquaintance in Victoria, the hospitality of many of the best homes of the city being extended to them.





D. W. Gillisay

DONALD MCGILLIVRAY.

Donald McGillivray, an esteemed resident of Chilliwack, is a pioneer citizen, business man and rancher of New Westminster district, and during something more than forty years of varied activity he has gained a broad success in material affairs and won an honored place among his fellow men by reason of his invincible integrity and equitable dealings in business and private relations.

Born in Glengary county, Ontario, December 2, 1838, a son of John and Catherine (Urquhart) McGillivray, both of whom are now deceased, he obtained most of his preliminary education in the public schools of Glengary county, and, when at the age of thirteen the family residence was transferred to New York state, he gained practical experience in farming and in honest industry during the remaining years of his boyhood spent in that state. He lived on the home place in New York state until he came to British Columbia in 1860. Going to the Puget Sound he was in the employ of the Puget Mill company at Port Gamble for a time. He was attracted to the Cariboo district by the mining excitement of 1862, but was taken sick on reaching there, and after remaining two months he sold his outfit and spent the following winter at Port Townsend. Next year he started to operate a pack train to the Cariboo region, and was engaged in packing for four years. He then sold his outfit to the Western Union Telegraph Company, and engaged with that company in line building. When this work was completed he located on Sumas prairie and started the farming, dairying and stock-raising enterprises in which he so successfully engaged until 1903. During eight years of that period he was in the general merchandise business in Chilliwack. In 1903 he moved to his present beautiful home place at Chilliwack, where he has a comfortable residence, surrounded by fruit trees, garden and all the comforts which add to the pleasure of his quiet retirement from the active affairs of the world, in which he has engaged a full measure of his strength and ability.

Mr. McGillivray has been a leader in public affairs from the time of his first settlement in this province. He was the first magistrate and justice of the peace in New Westminster district, having been appointed in 1872, and still holding the office. In 1878 he was returned as a member of parliament for the New Westminster riding, and served one term in looking after the interests of the British Columbian constituency. His politics are Conservative, and in religion he is a Methodist. He affiliates with Ionic Lodge No. 19, A. F. & A. M.

By his first marriage, in 1868, to Miss Susan Hall, a daughter of Sergeant William Hall, of Chilliwack, Mr. McGillivray has six children, namely: Catherine N., wife of Rev. Allan Sharpe, of Trout Lake, British Columbia; William H.; John Wesley; Hattie, wife of Thomas Oliver, of Victoria; Alice, wife of Henry Collinson, of Sumas; and Donald. In November, 1881, Mr. McGillivray was married to Julia Andrews, a daughter of Richard B. Andrews, of Victoria. This union has been blessed with five children: Helen, Marion, Norman Andrews, Jessie Hope, deceased, and Marjorie.

LUKE PITHER.

Luke Pither is one of Victoria's most successful and most progressive wholesale business men, and he has been identified with the interests of this city for a quarter of a century, during which period he has not only attained his own individual success but also in many ways made his efforts count for the permanent improvement and welfare of Victoria.

Mr. Pither was born in Leroy, New York, June 7, 1856, being of English lineage. He received his early education in his native town, but was reared on a farm and his earliest occupation was stock-raising. He came out to Victoria in 1879, and it was his intention to continue the stock industry in this part of the country, but he was diverted from this plan, and for some five years was employed as an accountant. He then took charge of the Occidental Hotel and during his three years' management made a great success of the venture and gained a reputation for conducting the hostelry in most approved manner. For two years he was also connected with the Colonial Hotel at New Westminster. He then sold out to embark in his present business. The firm was originally Boucherat & Company, and Mr. Pither bought out the senior member, and after a time the other member, Mr. Coigdaripe, sold his interest to Mr. Max Leiser, who is Mr. Pither's present partner. The business was at first conducted on a small scale, but they have become extensive importers of wines and liquors and cigars. They have a large and well stocked store and offices, and they are the only exclusive wholesale wine and liquor dealers in the province. The firm owns a large brick block, with ninety feet front on Yates street, and the building extending back one hundred and twenty feet deep. Their establishment fills the entire length and twenty-two feet of the front, and the house will compare with almost any business of its kind in the northwest. Mr. Pither gives his entire attention to this business, and it is largely owing to his fine

business principles and ability as an organizer that the trade has been so thoroughly established and built up to its present prosperous proportions.

In 1883 Mr. Pither married Miss Maggie Thomson, of Rochester, New York. She is of Scotch ancestry. Mrs. Pither is a member of the Presbyterian church; Mr. Pither also attends services there. He is an active member of the board of trade, being a member of the council and on the committee on railways. He gives much of his thought and is always willing to direct his energies to the upbuilding of the city of his choice, whose prosperity and growth have been largely effected by such public-spirited men as Mr. Pither.

GEORGE LITTELL SCHETKY.

George Littell Schetky, prominent in business, social and public affairs at Nanaimo, has lived in British Columbia about twenty years, and during a varied business experience, in which he has met both adversity and prosperity, he has advanced to a position of influence among his associates.

Born in Philadelphia, Pennsylvania, June 10, 1867, a son of Rev. George P. and Eliza Burr (Oliphant) Schetky, his father being deceased and his mother living in New Jersey, he was taken, at the age of eighteen months, first to Marshall, Michigan, and then to Bay City and Paw Paw, in the same state. In Paw Paw he attended public school, and at the age of fifteen returned to his native city of Philadelphia and entered a bank. After eighteen months of banking experience he made preparations to enter college and obtain an advanced education. This intention was indefinitely deferred by his hearing of British Columbia and its magnificent resources, and in 1885 he arrived in this province, where he has since centered his principal efforts. In 1886 he started a drygoods and clothing business in Vancouver, but this was burned out by the fire of June 13, 1886, but he resumed business at once. A little later he bought a business in New Westminster and moved to that place in 1887, where in February, 1891, he was again visited by fire. He continued in business at New Westminster until 1895, and then came to Nanaimo and established the real estate and financial agency which he has since directed along most prosperous lines. He is also secretary-treasurer of the Nanaimo Fisheries, Limited, and is secretary of the board of trade. He is president of the Nanaimo Yacht Club. He is still a loyal citizen of the United States, and a staunch member of the Republican party. On January 15, 1898, he was appointed consular agent at Nanaimo by President McKinley, and he still holds this office. He is a member of the Protestant Episcopal church.

August 12, 1892, Mr. Schetky was married to Miss Ellen Katherine Cross, a daughter of John Hyde Cross and Eliza Cross, of England. They have four children, George Bernard, Lionel Hugh Freeman, Gerald Lawrence and John Littell.

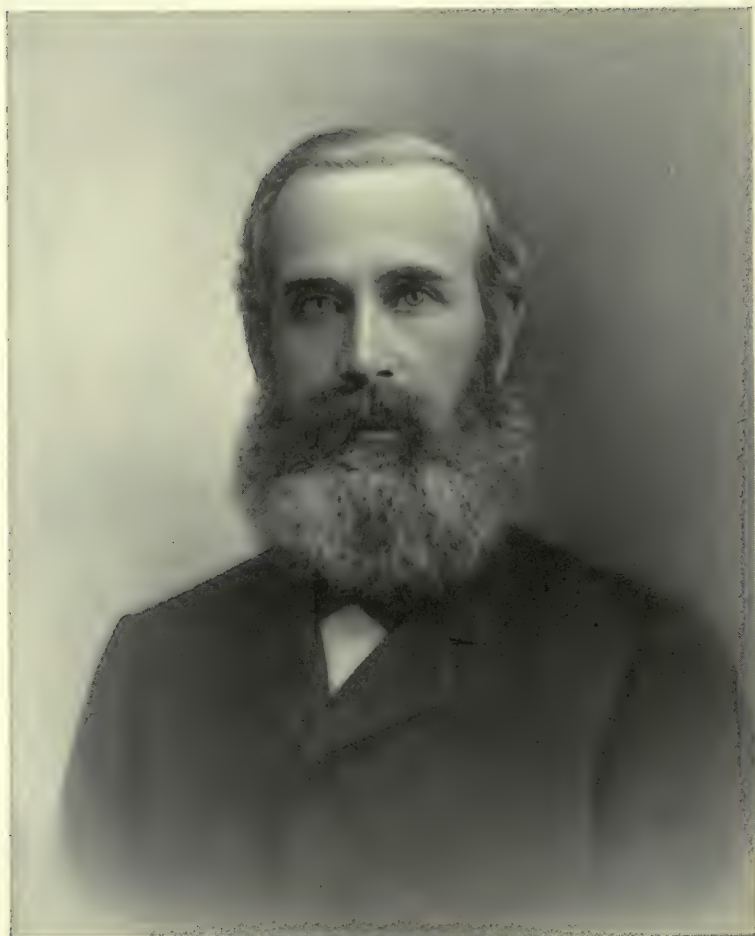
CLARENCE MELVILLE AVERILL.

Clarence Melville Averill is manager of the New Westminster Creamery Society, one of the largest butter-making establishments in the northwest, and the extension of its business over a wide territory so that the demand for its products taxes all the capacity of output and the continued high standard of its business methods and commodities are in no small measure due to the enterprising management and direction of Mr. Averill, who has occupied his present position for the past five years, and is recognized as one of the foremost dairymen and creamery operators in British Columbia.

Mr. Averill is a native of the States, having been born in Washington county, Maine, in 1853. His parents, Warren and Emily (Elsmore) Averill, were also born in the Pine Tree state, of old colonial families. The parents brought their home and family to the Pacific coast in 1863, and their abode has since been mainly in the state of California. The father, an enterprising farmer, is now operating in the famous Palouse country of Washington.

The public school system of California furnished Mr. Averill his educational opportunities, and he spent his early years on his father's farm, where he got his first training in the dairy business. From 1894 to 1899 he was in the creamery business in Humboldt county, California, and in the latter year he came to British Columbia and accepted the management of the New Westminster Creamery Society. This company, carrying on one of the largest industries in the Fraser river valley, has an annual aggregate output of one hundred and seventy-five thousand pounds of finest grade butter—indeed, none better can be found in the old established creameries of the east. They supply not only the local market but also ship large quantities to the Yukon region. The business has grown very rapidly in the last few years, and during his management Mr. Averill has introduced many improved methods in the manufacture.

Mr. Averill was married in 1871 to Miss Elizabeth Lovell, a native of Sonoma county, California. Her father, James Lovell, was a pioneer of that county. Four children have been born to this marriage, namely: Augustus; Ivy, wife of T. J. Crawford, in California; and Raymond and Alice. Fraternally Mr. Averill affiliates with the Masons and the Odd Fellows.



William Johnston

WILLIAM JOHNSTON.

William Johnston, by whose death on June 16, 1894, the city of New Westminster lost one of her most valuable and highly esteemed citizens, was for over thirty years connected with the shoe business in this city, but was best known for his rugged honesty, his sterling manhood, his genial personality, which attracted men irresistibly to him, and a noble character and good name, which remain as his greatest gift to his children and which will bear respect and esteem while his memory lasts in the city.

Born in Ireland in 1832, of Irish ancestry and parentage, educated in his native country, where he became an adept at the shoemaker's trade, he arrived, in 1859, in the province of British Columbia, and from that time until his death, covering a period of thirty-five years, he was prominently and closely identified with the best interests of New Westminster. Shortly after his arrival he was married in the Holy Trinity Episcopal church to Miss Bessie Burr, also a native of Ireland. He opened a shoe shop in the then new town, and plied his trade industriously and successfully for the support of himself and family. He became almost immediately a popular character among his fellow townsmen, and all the prominent citizens of that period were wont to gather in his shop and discuss the leading events and questions current among them. From this circumstance his shop became widely known as the "leather parliament," and it can never be told with exactness how many policies and theories, shaped and forged in the white heat of that shoe-shop discussion, later became important civic and political custom and law in the province, but certain it is that the influence and spirit of those assemblages were elevating and a determining factor of progress in sentiment and action.

But at the same time honesty, diligence and good workmanship were giving excellent satisfaction to all the business patrons of that shop, and the trade grew with the growth of the city and gave Mr. Johnston much prestige in business circles. In 1890 he opened his New Westminster shoe store, which was located just across the street from the fine store now conducted by his sons. His business, begun along small lines, had increased to large proportions before his death, and since, in the hands of his energetic sons, has enjoyed added and continuous prosperity. In 1898 the great fire wiped out the establishment and entailed a large loss despite the insurance. But business was continued almost immediately in a temporary building.

Mr. Johnston took great interest in politics, and at the solicitation of his fellow citizens he served as city alderman for some years, using his best

efforts and best judgment in behalf of his city. He wielded much influence among his fellow men, as was natural when one considers the strength and beneficence of his character, and it can be said that his personal popularity and his business prosperity were never employed except as means to worthy ends and the benefit of his family and community. At the time of his death he was serving as grand master of the grand lodge of Orangemen of the province, and many of the leading men of that order came from all over the province to pay the last tribute of respect to their departed brother, and the funeral was one of the most largely attended of any ever in the city. He was a charter member of the Reformed Episcopal church, of which he was one of the stanchest supporters and filled the office of rector's warden from the beginning.

Mr. Johnston was not only a good citizen, but also a faithful and exemplary father and husband, and his family received his love and highest devotion, of which the members have indeed proved themselves worthy by their careers. His wife still lives in New Westminster, and they reared a fine family of sons and daughters, all of whom were natives of New Westminster. They have all grown to manhood and womanhood, and not one of them has in any way bedimmed the untarnished record of their revered father. The shoe store conducted by them in the home town is a large, well stocked, well managed establishment, one of the best in the city and a credit to the business activity of the province. They also have a large store in the city of Vancouver, which has been conducted so successfully that it has the reputation and goes by the name of the "Big Shoe House."

The sons and daughters are as follows: Mary Ann is the wife of Charles Warwick, who is an accountant in one of the largest stores in New Westminster. Bessie is the wife of W. S. Collester, who is a prominent dry-goods merchant of the city. John Joseph, the oldest son, is assistant in the assessor's and collector's office in New Westminster. Beckie is the wife of William Love, assistant manager in the store at Vancouver. William Burr is manager of the New Westminster store. George Benjamin is manager of the Vancouver store. Edwin Henry is now connected with the engineers engaged on the Alaska boundary survey. Alfred H. is an assistant in the New Westminster store. Edith L. is at home with her mother. The family have erected a splendid residence on the lot on which the children were all born, and the sons, who are unmarried, have their home with their good mother, who deserves the highest praise for the manner in which she has reared her children, and her place in the esteem of family and community is secure for all time.

COLONEL RICHARD WOLFENDEN, I. S. O., V. D.

Colonel Richard Wolfenden, who has for many years had the honorable position of Queen's and King's printer for British Columbia and also controller of stationery for the province, is one of the most prominent of Victoria pioneers, and has followed the destiny of this city since its earliest history as a corporate town.

He was born in Rathmel, Yorkshire, England, March 30, 1836, being of English ancestry and the third son of Robert and Mary (Frankland) Wolfenden, both natives of England. The parents were farmers and members of the Church of England. Colonel Wolfenden was educated in Lancashire and in Westmoreland, and became a member of the Royal Engineers in 1855. In 1858 he was a member of a party of one hundred and fifty of the Royal Engineers which made the voyage around the Horn to British Columbia. There was no settlement on the mainland then, and Victoria bore small resemblance to the present thriving city, the old Hudson's Bay Company's fort then being the principal center of activity in the place. The object which brought the party out here was to do roadmaking, surveying, etc., and Colonel Wolfenden's position was at headquarters under Colonel Moody, who was in charge of the department.

Upon his retirement from the Royal Engineers in 1863, he was appointed Queen's printer for the province of British Columbia, and he has been the honorable and efficient incumbent of this office during all the subsequent forty odd years. He has also been prominent in many other public affairs. For two years he was a member of the city board of school trustees. He was one of the first to join the volunteer movement in British Columbia, and was ensign in the New Westminster and Victoria Rifle Volunteers from 1864 to 1874; and in the latter year, when the organization merged with the Canada Militia he continued his connection with the latter, and in 1878 retired with the rank of lieutenant colonel (V. D.) and was created I. S. O. in 1903.

Colonel Wolfenden was married in 1865 to Miss Kate Cooley, of Ashford, England. They have had seven children, all born in this province, and all are living, as follows: Nellie, now the wife of George F. Mathews; Francis Cooley; Roberta Elizabeth, now Mrs. Charles P. Innes; Arthur Richard; Mabel Mary, the wife of Kenneth R. Stratfeild; Walter William; and Kate Cooley, the wife of Percy B. Fowler. The mother of these children died in 1878, and in 1879 Colonel Wolfenden married Miss Felicite C. Bayley, who was born in Philadelphia, but was of old English ancestry.

The children of this marriage are Frederick Leslie, Victor Arnold and Madge, at home with their parents. The family adhere to the English church, the Colonel having been a warden of the church, and he is also president of the Yorkshire Society and a member of the Ancient Order of United Workmen.

GEORGE ARTHUR RENDELL.

In reviewing the history of George Arthur Rendell one is reminded of the words of a great New York financier. "If you're not a success don't blame the times you live in, don't blame the place you occupy, don't blame the circumstances you're surrounded with—lay the blame where it belongs, to yourself. Not in time, place or circumstance, but in the man lies success. If you want success you must pay the price." Realizing the truth of this, Mr. Rendell has paid the price of concentrated effort, of indefatigable energy, of perseverance and well applied business principles and has won the victory which he started out to win years ago. He was one of the pioneer merchants of Greenwood, where he is still engaged in commercial pursuits, dealing in drygoods and men's furnishings.

A native of St. Johns, Newfoundland, born on the 17th of February, 1861, Mr. Rendell is a son of George T. and Mary (Wood) Rendell, both of whom are living in St. Johns, Newfoundland, where the father is still engaged in mercantile pursuits, having for many years been closely associated with commercial interests there. His son, George Arthur Rendell, was a public school student in his early boyhood days and afterward supplemented his preliminary training by a course in the Church of England College. When he laid aside his text books he entered a commission house, in which he worked for a few years, after which he began farming in the vicinity of Guelph, where he continued for three years. In 1882 he returned to his native city and in that locality devoted his energies to agricultural pursuits for several years and was also a representative of commercial interests, there conducting mercantile enterprises. In 1892 he came to British Columbia, locating at Vernon, and in connection with an uncle he conducted a cattle ranch until the spring of 1894, when he came to Greenwood.

Mr. Rendell established a store at Boundary Falls and conducted that until the town of Greenwood was located, when he joined Robert Wood and Ralph Smailes in opening the first store in the embryo city. They secured a stock of general merchandise, and upon his removal to his present location he had built the building fifty by one hundred feet, three stories in height. As the years have gone by he has dropped other lines of merchandising and

now devotes his attention exclusively to dealing in drygoods and men's furnishings. He has a well selected stock carefully purchased with a view to the demands of a general public and his reasonable prices and straightforward business dealing have secured to him a constantly growing patronage.

In January, 1904, occurred the marriage of Mr. Rendell and Miss Marian Manahan, of Lanark, Ontario, and they have a pleasant home in Greenwood. They are members of the Church of England and he is a member of the Independent Order of Odd Fellows. In his political views he is a Conservative, and he was alderman of Greenwood for one year, while for the past three years he has been justice of the peace. He has been strictly fair and impartial in his decisions in the justice court. In all public positions his duties have been discharged with conscientious obligation and with the utmost fidelity.

BENJAMIN S. ODDY.

Benjamin S. Oddy, a member of the firm of Swinerton & Oddy, real estate, financial and insurance agents, is classed with the representative business men of Victoria and at the same time ranks with her leading and influential citizens, being the champion of many measures that have proven of marked benefit. His deep interest in the city has been manifested in tangible way by his support of aldermanic measures that have contributed to general progress and substantial improvement.

Mr. Oddy is a native of England, his birth having occurred in Bradford, Yorkshire, on the 28th of August, 1855. He is of English lineage, representing a family that for many generations has resided in the mother country. His father, John Charles Oddy, was an English merchant and manufacturer. The subject of this review is the only member of the family in British Columbia. He was educated in his native country and was there engaged in business with his father in the manufacture of drygoods and woollens, which they sold to the wholesale trade. Attracted by the business opportunities and possibilities of the great and growing northwest Benjamin S. Oddy came to British Columbia and here turned his attention to real estate operations, both buying and selling on his own account and for others. In this business he is associated with R. H. Swinerton as a partner and the firm enjoys a large clientage. They have negotiated many important realty transfers and in addition they do a large agency business in the line of insurance and otherwise, representing the tug Sadie, the Connecticut Fire Insurance Company, the Silver Hustler Mining Company, Limited, the Vic-

toria Mining & Development Company, Limited, and others. The firm maintains an office at 106 Government street in Victoria.

In his political views and affiliations Mr. Oddy is a Conservative, but is not active in politics. As alderman of his city he is giving his best efforts to advancing its best welfare and progress. Socially he is an active member of Victoria Columbia Lodge, No. 1, A. F. & A. M., and has been the efficient secretary of this organization for the past ten years.

GEORGE THOMSON.

George Thomson has been prominently identified with the commercial interests of Nanaimo, Wellington and Ladysmith for the past thirty years, the entire period of his adult life, and he has attained a deservedly high position in the business circles of the province. He has worked his way to the top through the liberal expenditure of his own energy and intelligence, and has himself to thank for the success which has rewarded his efforts. He is accordingly esteemed among his fellow men and business associates, and is recognized as one of the most substantial and enterprising men of the town of Ladysmith, which has been his place of residence for several years.

Mr. Thomson is a native of the famous old city of Ayr, Scotland, where he was born February 11, 1855, being a son of David and Catherine (Smith) Thomson, the former of whom is deceased and the latter still living in Scotland. After a period of education in the public schools of Ayr he served his time in the grocery business, and learned all its details and fitted himself thoroughly for his extensive business career. In 1873, being then a young man of eighteen, he came to Nanaimo and entered the service of Harvey and Dunsmuir. He spent ten years in the employ of that firm, and was manager of their business at Wellington for some time. He then went into the general merchandise business at Nanaimo on his own account, but soon sold out. He then became manager of the business of A. R. Johnson and Company at Nanaimo, and continued in that responsible capacity for six years. Since then he has been prominently identified with the official affairs of his district. He was appointed assistant to Government Agent Marshal Bray at Nanaimo, and after nine years in that capacity he received the appointment of government agent at Ladysmith, the duties of which post he has since efficiently discharged. He also holds the offices of assessor and collector, stipendiary magistrate, gold commissioner, registrar of births, deaths and marriages. He has also taken considerable interest in general politics, and from 1886 to 1890 he represented the Nanaimo-Albernie district in the provincial parliament.

Mr. Thomson is a past master of Ashlar Lodge No. 3, A. F. & A. M., and also affiliates with the Ancient Order of United Workmen. His church connection is with the Church of England. He was married in 1877 to Miss Sabra Gough, a daughter of Edwin Gough, of Nanaimo. They have two children, Walter Edwin and Robert Gough.

JOHN PETERSON.

John Peterson is the venerable and honored founder of the city of Kamloops, British Columbia. At the age of nearly eighty years, he is still actively interested in the material affairs of this part of the country, being one of the leading ranchers and stock-raisers. His long career has been spent in varied activity in different parts of the world, and to one acquainted with the energetic and resolute old gentleman of today it is not surprising that he has been able to leave the impress of his activity on many enterprises and that his life has been fraught with eminent usefulness and honor.

From the age of fifteen years Mr. Peterson has been doing for himself and prosecuting his career of unusual activity. Born at Rotterdam, Holland, on July 18, 1825, being one of the children born of his good Dutch parents, Thomas P. and Arbra Mina Johanna (Delaus) Peterson, the son passed the first fifteen years of his life in the peace and security of his parental home, but then cast loose his home moorings and as an apprentice boy on a ship went to the East Indies. He followed the sea until he was twenty-five years old, in the meantime becoming an able sailor. In 1850 he landed at San Francisco, which on the following day was devastated by the terrible fire of that year, and from that city he went to the mining regions about Trinidad and on the north fork of the Salmon river. He was one of the few who were successful in the search for gold, and he spent five years at it. He then ran a pack train between Trinidad, Red Bluff and Shasta, and continued this enterprise until 1861. In 1862 he came up into British Columbia as a member of a surveying corps, and, having sold out his pack train, he located at Kamloops. He located this town and named the townsite, and in the wilderness which surrounded the place in that early year he gave inception to the commercial center which has since expanded into one of the important towns of interior British Columbia. He took up three hundred and twenty acres on the townsite, and then purchased three hundred and twenty more. He disposed of all this townsite land in 1866. He is now the owner of two thousand acres situated seventeen miles from Kamloops, and on this extensive tract he raises cattle, horses and hogs and conducts general farming and fruit-raising.

Mr. Peterson's wife is now deceased. He is a member, of the Presbyterian church, and in politics is a Conservative. Besides the property already mentioned he has interests in coal lands, and he has long been recognized as one of the substantial and thoroughly reliable business men of the district.

WILLIAM ALEXANDER MACDONALD.

William Alexander Macdonald, one of the distinguished representatives of the legal fraternity of British Columbia who has figured prominently in political circles both in the Dominion and in the province, is well fitted for leadership because of the careful study that he has made of the questions and issues which affect the people at large and because of his unquestioned devotion to the general good. A conscientious performance of every public service combined with strong intellectuality and marked individuality have made him distinctively a man of affairs and one who has wielded a wide influence.

William Alexander Macdonald, now residing in Nelson, was born in St. Catherine, Ontario, June 7, 1860, his parents being Frederick William and Eliza (Clara) Macdonald. His early education was acquired in the public schools, after which he entered the office of his father, who was master in chancery for thirty years. Thus completing his law studies under able direction, he was admitted to the bar of Osgood's Hall, Ontario, in 1882. Thinking that he would find better field for activity in western districts he went to Manitoba the same year and was admitted to practice there. Opening an office in Brandon he at once entered upon practice and continued at that place for fifteen years or until the latter part of 1896. On the 1st of January, 1897, he arrived in Nelson and has since been a resident of this city. He has throughout his professional career made consecutive advancement, as he has demonstrated his ability to cope with the intricate problems of jurisprudence. His knowledge of the law in all its departments is exact and comprehensive and in the trial of a case he prepares himself with great thoroughness and presents his case in clear, forcible, logical manner, so that he never fails to make an impress upon the minds of the court or the jury, and seldom fails to gain the verdict desired. His devotion to his client's interests is proverbial and yet he never forgets that he owes a higher allegiance to the majesty of the law. He acted as the first counsel for the first jury trial held in the western district of Manitoba, and his practice in Nelson is of an important character, connecting him with the leading litigated interests tried in the courts of this locality.

Mr. Macdonald has been a recognized leader in political circles both in

Manitoba and in British Columbia. He contested North Brandon with the Hon. Clifford Sifton, the present minister of the interior of Canada, in the general election of 1888. In 1892 he was the candidate of his party in the contest for the city of Brandon against the Hon. James A. Smart, now minister of public works of Manitoba, and won the election. In the following session of the legislature he was chosen leader of the opposition and during his term in the legislative assembly managed and was mainly instrumental in securing the passage of the workmen's compensation act, giving the workingmen the right of action against their employers arising by injuries sustained. In 1893 he retired from the political field, but was again induced to enter politics in the general election of 1896, but in a contest with the late L. Alton McCarthy, Q. C., was defeated on the school question. He has made a close and earnest study of the issues that involved the welfare of his country and in his course he has placed the question of general good before partisanship, and the welfare of all before personal aggrandizement.

It was during a pleasure visit to Nelson that Mr. Macdonald decided to locate here and with the interests of this city he has since been actively identified. He was married in 1884 to Miss Mary E. Gamble, a native of Dunville, Ontario, and they have four children: Flora, Helen, Greta and Bruce. Their home is celebrated for its gracious and attractive hospitality and Mr. Macdonald is not only prominent in this manner, but is also interested in many lines of activity having direct bearing upon the business, social, intellectual and moral welfare of his community. He is a Mason and belongs to the Anglican church. He takes an active interest in athletics and was for years president of the Manitoba Lacrosse Association and is president of the Nelson Lacrosse and Hockey Association. He was appointed a Queen's Counsel in 1892, and at this writing is president of the Nelson Bar Association.

HON. GEORGE H. BARNARD.

The subject of this sketch, George Henry Barnard, is known as a man of high attainments and as one who has achieved success in the legal profession. He is now serving as the mayor of Victoria, entering upon the duties of that high official position in 1904, and his administration of the city's affairs has been businesslike, progressive and public-spirited. He is a native son of this city, his birth having occurred on the 9th of October, 1868, his parents being F. J. and Ellen (Stillman) Barnard, natives respectively of Quebec and Ireland. They came to this province in 1859, and the father was the originator of the express stage line to the Cariboo country, conducting

the same for a number of years. He served as a member of the provincial parliament before the confederation and was also a representative in the Dominion house for a number of years or until his retirement from active life. He always took a deep interest in public affairs, and to the best of his ability promoted the best interests of his fellow citizens. Both he and his wife died in the year 1889. Three of their children survive, the brother and sister of our subject being: F. S. Barnard, now a member of the House of Commons from the Cariboo District and a resident of Victoria, and Alice T., who became the wife of J. A. Mara, and they also maintain their home in Victoria.

George Henry Barnard received his elementary education in the Trinity College School, Port Hope, Ontario, while his legal training was received in the offices of Eberts & Taylor and Charles Wilson, and he was admitted to the bar in 1891. He is now a member of the firm of Barnard & Rogers. In politics he has also served well his part, and in 1902 was elected for the office of alderman, to which he was re-elected in 1903, while in the following year, 1904, he was made the mayor of Victoria. He is now giving the closest attention to the duties of his office, doing all in his power to advance the interests of the city in which he has so long made his home, and both as a professional man and public official he is highly esteemed by his hosts of friends.

In the year 1895 Mr. Barnard was united in marriage to Miss Ethel B. Rogers, the daughter of Colonel H. C. Rogers. Mr. and Mrs. Barnard are members of the Church of England.

JOHN STEWART.

John Stewart, a prominent real estate man of Ladysmith, has devoted nearly all his life to finance and business, and has had a steady, consistent and honorable rise from a humble position in a local bank in his native city through various grades of responsibility, and only recently gave up the active management of banking affairs in order to engage in his present business.

A son of John and Isabella (McKenzie) Stewart, both of whom are deceased, Mr. Stewart was born in Glasgow, Scotland, October 29, 1864, and his early education was completed at Hamilton Academy, Hamilton, Scotland. As soon as he left school he entered the Royal Bank of Scotland, and was associated with this institution for ten years, being five years in Glasgow and five years in London. He then came out to the Dominion to enter the employ of the Bank of British Columbia, and continued with



Stewart

that great banking house for a number of years, being stationed successively at Vancouver, Nelson, Victoria and in Nanaimo, for varying periods of time. It was for the purpose of taking charge of a branch of the institution that he came to Ladysmith, where he remained a year and a half in that capacity, until the branch bank was amalgamated with the Canadian Bank of Commerce. Since then he has opened a real estate, insurance and mining office at Ladysmith, and is conducting these various lines of business with much success. He is also prominent in town and community affairs, being a notary public, justice of the peace, clerk of the municipal council and president of the board of trade.

Mr. Stewart was married in 1893 to Miss Elizabeth Durham Clarke, a daughter of the late Rev. R. H. Clarke, of Clones, county Monahan, Ireland. Their two children are John Holmes Kennedy and Aileen. Mr. Stewart is a member of St. Johns Lodge No. 21, A. F. & A. M. In politics he is a Conservative, and is a Presbyterian in church affiliation.

GEORGE FREDERICK BALDWIN.

Vancouver, the city marvelous of the Pacific coast country, claims George Frederick Baldwin among its residents. He belongs to the little group of distinctively representative men who have been the pioneers in inaugurating and building up the interests and industries of this section of the country. He early had the sagacity and prescience to discern the eminence which the future had in store for this great and growing country and acting in accordance with the dictates of his faith and judgment he allied his interests with the new city and throughout the whole of its existence has served as its treasurer, assessment commissioner and tax collector. Moreover, his continuance in office stands as incontrovertible evidence of his ability and the confidence reposed in him by his fellow townsmen.

Mr. Baldwin was born in New Brunswick, January 10, 1850, and is of English and Irish descent. His father, Thomas Baldwin, was born in England and married Miss Jane Acheson, a native of Ireland. They emigrated to New Brunswick and there George F. Baldwin was born. His education, however, was acquired in Woodstock College in Ontario, and he entered the field of active business life as a school teacher, following that profession in Ontario and in Manitoba. Recognizing that "westward the star of empire takes its way," and that the rapid growth of the Pacific coast country was offering splendid business opportunities he went to Victoria, British Columbia, in 1884. There he served on the staff of the *Times* as a reporter for about a year and then came to Vancouver just prior to the in-

corporation and naming of the town, believing that this city was to be the great business center of British Columbia. He made his way here and in April, 1886, he was elected the first treasurer of the new city and has since filled that office in a manner creditable to himself and highly satisfactory to his fellow townsmen. He was also elected a member of the first school board of the city and served in that office for seven years, doing all in his power for the establishment of an educational system that would be of great benefit to the younger generation here. In every public office that he has filled he has discharged his duties with promptness and fidelity. The taxes collected by him the first year amounted to twenty-three thousand eight hundred dollars, and the growth of the city is indicated by the fact that the annual tax receipts of the present time are three hundred and eighty-five thousand two hundred dollars. There is no city east or west that has made such astonishing growth as Vancouver, its population increasing in twenty years from about six hundred to forty thousand. There is no modern improvement of an eastern metropolis that cannot be found here and the splendid work of development has been carried forward by such men as Mr. Baldwin—men who have concentrated their energies in making this one of the leading cities of the Pacific coast country.

THOMAS G. PROCTER.

While it is impossible to determine what would have been the fate of Nelson and the Kootenay district had not Thomas G. Procter established his home within the borders of this locality, the history of the district plainly indicates the value of his labors and their far-reaching effects. The term promoter is comparatively a modern one of the English language, having come as the result of business conditions and it is a term entirely applicable to Mr. Procter, who, possessing keen discrimination, has rapidly noticed the opportunities of the northwest and has utilized these in promoting his individual success as well as in advancing the public progress. His efforts have had direct effect upon the substantial upbuilding and consecutive advancement of his community and looking beyond the exigencies of the moment to the possibilities of the future he has wrought along lines that have benefited present generations and will prove most helpful for years to come.

Mr. Procter was born in Lancashire, England, September 12, 1862, his parents being Gilbert and Mary (Gorton) Procter, both deceased. He acquired his early education in the public schools of his native county and when fourteen years of age went to sea, spending two years upon a training ship. While thus occupied he won the queen's medal. He remained at sea for

three years and was in the naval reserve as midshipman. In 1881 he crossed the Atlantic to the United States and for some time was engaged in the cattle business in the middle portion of that country.

In 1891 Mr. Procter arrived in British Columbia, where he turned his attention to mining and prospecting. A short time convinced him of the excellent future which was in store for the country because of its superior natural advantages and business possibilities. He then purchased land and established the first fruit farm of the country. He was also the founder of the town of Procter, which is now owned by him and by the Canadian Pacific Railway Company as a town site. He built the hotel there and the place has become a popular summer resort. Since 1894 Mr. Procter has been the manager of the Kootenay Valleys Company, originally owning thirty thousand acres of land, and through the control of real estate interests has contributed in large measure to the settlement of various districts. He was also manager of the York & Lancaster syndicate which purchased the Alice mine. This property is now leased and a tramway and concentrator have been built at a cost of seventy-five thousand dollars. Mr. Procter is conducting a general real estate, mining and insurance business and is heavily interested in mining in his own country. He is a director in the Commonwealth mines and he opened up the Blairmore country coal mines, selling that property for one hundred and twenty-five thousand dollars. These mines have an eight foot vein of coal and there are thirteen different shafts.

In 1888 Mr. Procter was united in marriage to Miss Beatrice Arrow-smith, a native of Lancashire, England. He belongs to Newlson lodge, No. 23, A. F. & A. M., and also holds membership with the Sons of England. His has been an extremely busy, useful and active life. Starting out for himself at the early age of fourteen years he has without the assistance of influential friends or adventitious circumstances gradually worked his way upward to a position of prominence and prosperity. His has been an eventful career and he has intimate knowledge of many of the important movements which have shaped the policy, promoted the upbuilding and formulated the history of the Kootenay district. His influence has ever been a factor for good and his name is deeply inscribed in the keystone of the arch of its honored pioneers.

J. M. LAY.

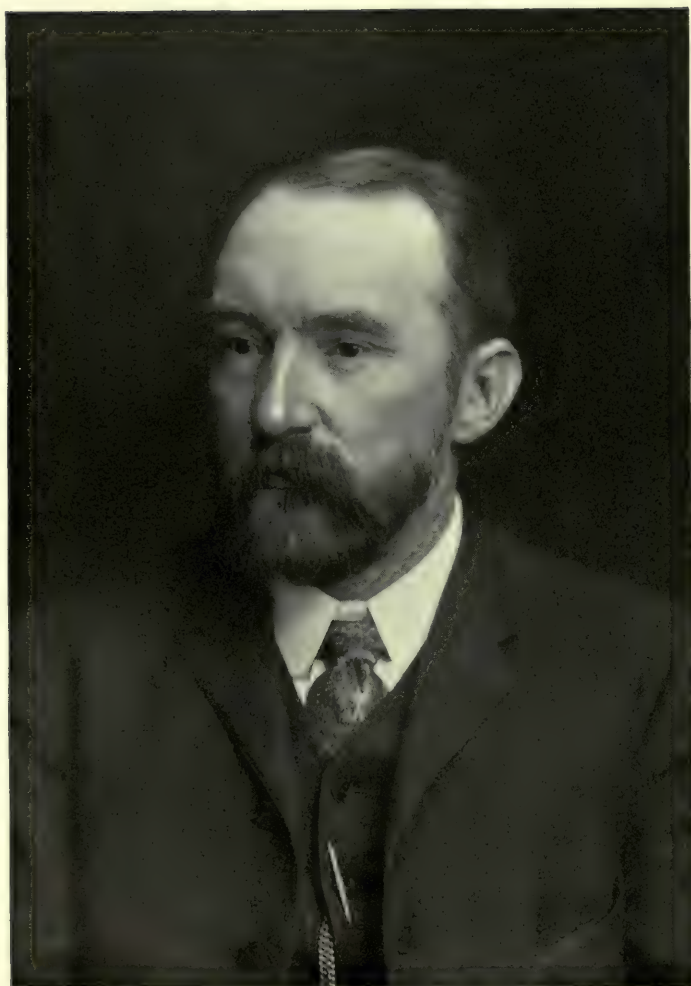
J. M. Lay, a prominent representative of financial interests in Nelson, was born in London, England, in 1869, and came to Canada in 1887, being at that time about eighteen years of age. In 1889 he entered the service of

the Imperial Bank of Canada at Galt. In 1891 he went to Calgary, remaining in the employ of the Imperial Bank of Canada at that place and afterwards at Edmonton. In November, 1898, he arrived in Nelson, British Columbia, to open the branch establishment of the Imperial Bank of Canada in this city. He has since been in charge and has been able to see the business of the institution grow yearly. He is a young man of marked enterprise and business capacity, and is now serving his second term as president of the Nelson Board of Trade. Mr. Lay is married but has no children. His life is characterized by the progressive and enterprising spirit which has been the dominant factor in the rapid and substantial development of the northwest and he is recognized as one of the leading men of the Kootenay country.

WILLIAM CHRISTIE.

William Christie is local manager for the Canadian Pacific Railway Company's Telegraph at Victoria, which position he has occupied for some thirteen years. He has been a resident of Victoria and connected with the telegraph service for the past twenty years. Mr. Christie is a native of Nova Scotia, and was born in Pictou, February 5, 1863. His ancestry is Scotch, and his father, Rev. James Christie, was born in Aberdeen, Scotland, was educated at Aberdeen University and was ordained to the Presbyterian ministry. He then being a young man and of high capabilities, emigrated to Nova Scotia, where he engaged in ministerial and educational pursuits in various portions of the province. He married Isabel Crichton, a native of Pictou. Her father, Peter Crichton, was a pioneer settler of that part of Nova Scotia, was a well known shipbuilder and ship owner, and a prominent man in his day. One of Mr. Christie's sisters, Mrs. J. W. Creighton, now resides in New Westminster, another, Mrs. W. A. McGuire, at Ben Lomond, California, and two, Mrs. A. S. Innes and Miss Caroline Christie, also a younger brother, James Douglas, reside in Victoria. The family came to British Columbia in 1883. Rev. James Christie died February 12, 1902, and his wife followed him to the grave on March 15, 1903.

Mr. Christie himself was educated in Nova Scotia. At the age of seventeen he began learning telegraphy in the office of the old Dominion Telegraph Company, at Truro, Nova Scotia, and he was later in the employ of the Western Union Telegraph Company at various Nova Scotia points. In 1882 he went to Texas, and for a short period turned his attention to sheep-raising. He afterward held positions as telegraph operator in various Texas cities, including San Antonio and Galveston. He came to Victoria in 1884



Thos Kiddie

and for the next seven years filled the positions of day or night operator. On September 1, 1891, he was promoted to the management of the office in Victoria, the position which he is now filling.

In 1889 Mr. Christie was married to Miss Annie Sinclair Holmes, who was also born in Pictou county, Nova Scotia, and died July 24, 1904. Her father, Donald Allen Holmes, was descended from a well known Nova Scotia family. Mr. Christie is a member of the Victoria Board of Trade, being on the auditing committee. He has fraternal affiliations with the Independent Order of Odd Fellows.

THOMAS KIDDIE.

Thomas Kiddie, manager of the Tyee Copper company at Ladysmith, has been engaged in the work of theoretical and practical metallurgy and similar branches throughout his life, from the time of boyhood, and has made a substantial and honorable career in the industry, gaining the rewards and material position which are the results of such an application of useful energy and scientific skill.

Born in North Shields, England, December 20, 1855, a son of John and Margaret (Martin) Kiddie, both deceased, Mr. Kiddie was educated in the public and private schools of his locality, and at an early age became introduced to the serious occupations of life as an apprentice to a drug business. Serving three years at that, he then entered the Bede Metal and Chemical Company, at Jarrow-on-Tyne. During his ten years' employment with this company he attended science classes at Elswick Mechanics Institute, and then, passing the government examinations, was from 1879 to 1882 instructor in chemistry and metallurgy in the Science and Art school at Newcastle-on-Tyne and at Jarrow Mechanics Institute. In the meantime he attended lectures on iron manufacture, and still has in his possession a bronze medal which he received in recognition for writing a paper on iron manufacture.

In 1882 Mr. Kiddie came to the United States as chemist for the Orford Copper and Nickel Company of Bergen Point, New Jersey, where he remained for six years. In 1888 he became superintendent of Senator William A. Clark's smelter at San Pedro, New Mexico, and two years later went to Park county, Colorado, and assumed the management of the London mine. In the fall of 1893 the Orford Copper Company engaged him to go to Europe as expert metallurgist in the trial of some nickel patent cases, and after that work was completed he continued in the employ of the company, engaged in the refining of copper and nickel until 1898. This year is the

date of his coming to British Columbia, at which time he built a smelter for the Van Anda Copper Company at Van Anda, Texada island. In 1900 he was appointed manager of the mines and smelter of this company, and held the position until the works were closed down in 1902. He then designed and built the smelter at Ladysmith for the Tyee Copper Company, and has since retained the responsible position of manager of this concern, which under his direction has become such an important factor in the industrial activity of Ladysmith. Mr. Kiddie is the patentee of a process for the separation of arsenic, bismuth, etc., from copper solutions. In 1903 he patented a design for a gravity discharge boat for the carrying and automatic discharging of the cargo, adapted for the carrying of ores, coal and other loose or bulk materials, in which the shoveling is entirely eliminated. He is also author of what is known in the copper trade as the combination method for the estimation of silver and gold in copper mattes, bullion, etc., the method being based on the extreme insolubility of chloride of silver in sulphate solutions. This method and the method by scorification being the standard methods as recommended by Dr. Ledoux, of New York.

Mr. Kiddie stands high in his profession, as may be inferred from the fact that he is president of the British Columbia Institute of Assayers and is one of the provincial board of examiners for assayers. He affiliates with Beacon Light Lodge, A. F. & A. M., at New Brighton, New Jersey; is a member of the Presbyterian church, and in politics is independent.

Mr. Kiddie was married in 1880 to Miss Hannah E. Hogg, a daughter of George Hogg, of North Shields, England. They have two sons who already in young manhood have given great promise of future usefulness. John has recently graduated as a civil engineer from Cornell University, New York state, and his career will be along that line. The son George is on the artists' staff of the San Francisco *Examiner*.

JOHN AUGUST ERICKSON.

A little thoughtful consideration of the career of John August Erickson, proprietor of the Grand Central Hotel at Nelson, brings one to the conclusion that he has in most of his business operations been impelled by the spirit of the pioneer. He has sought out new plans and conditions likely to favor his projects and after he has made them available and profitable he has sought out still others and after those others. The wisdom of his selection has been proven by the success which has crowned his efforts. In the conduct of his hotel he seems "to the manner born," having a comprehensive grasp

of the hotel business and an intimate knowledge of all the details of good hotel keeping.

Mr. Erickson was born in Sweden, February 27, 1870, and his parents, Erick Anderson and Margarita (Johnson) Anderson, are yet residents of Stockholm. He attended the public schools in the land of his nativity and afterward worked upon the home farm until 1888, when desirous of bettering his financial condition by the utilization of business opportunities of the new world he made his way to the United States, where he was engaged in rail-roading. The year 1892 witnessed his arrival in British Columbia, and he was employed on Columbia river steamboats until the summer of 1895, when he embarked in the hotel business at Kaslo, conducting a hostelry there until 1897. He afterward built a hotel at Slocan City and later one at Kootenay Landing. On selling the last mentioned he came to Nelson and purchased an interest in the Lakeview Hotel, while in 1891 he purchased the Grand Central Hotel, which he is now conducting. This is a three story structure, fifty by one hundred feet, and contains forty rooms. He and his partner own the land and the buildings and have also conducted the Lakeview Hotel.

On the 1st of June, 1904, Mr. Erickson was united in marriage to Miss Maggie Newman, a native of New Zealand. He is deputy grand chancellor commander of the Knights of Pythias and is treasurer of the Fraternal Order of Eagles, while his religious faith is indicated by his membership in the Methodist church. His has been an active, useful and honorable career. The subject of this review is a self-made man, who, without any extraordinary family or pecuniary advantages at the commencement of life, has battled earnestly and energetically, and by indomitable courage and integrity has achieved both character and fortune. By sheer force of will and untiring effort he has worked his way upward and is numbered among the leading business men of British Columbia.

FRANK HENRY PRICE.

Frank Henry Price, a well known hotel proprietor in the Cowichan district, has also been successfully engaged in other enterprises during his residence in British Columbia, and has long been considered among the prominent men of affairs of his community. Mr. Price is a man of thorough integrity, of excellent executive ability, and has a high degree of public spirit which makes him a valuable factor in the material welfare and progress of his town and district.

Mr. Price is a native of Gloucestershire, England, where he was born March 13, 1866. He came out to the Dominion in 1880, and in Toronto,

Canada, and in Manitoba followed various occupations for several years. In 1885 he located in Cowichan, British Columbia, and engaged in surveying with Mr. E. M. Skinner for two years. Following that he became interested in the hotel business, and has been more or less closely and successfully identified with the pursuit ever since. He, with his late partner, Mr. Percy Gayres, built the old Qualmichan Hotel, which they conducted three years, and after selling out he managed the aerated water business of Thorpe & Company of Vancouver and Victoria, and is still interested in this enterprise. He built the Lakeside Hotel at Cowichan Lake, and he and his brother, Mr. E. A. Price, run this popular hostelry, and in 1901 he erected the Tzouhalen Hotel at Duncans, a public house which he conducted in a first class manner, is well equipped, has an excellent cuisine, and under the direct management of Mr. Price its success has been cumulative from the first.

Mr. Price was married in May, 1899, to Miss Edith Booth, a daughter of George Booth, of Victoria. They have one child, Frederick. Mr. Price affiliates with Temple lodge, No. 33, A. F. & A. M., is a Conservative in politics, and his religious faith is that of the Church of England.

THOMAS GIFFORD.

Thomas Gifford, well known in the business and political circles of New Westminster, moved to this city twenty years ago, establishing a jewelry business, and he has conducted this with broad and generous success to the present time. A thorough student of public problems and a worker for the civic welfare, he has been actively interested in the domain of politics, and has been placed in various offices of trust through the votes of his fellow citizens.

Mr. Gifford was born in Dumfriesshire, Scotland, in 1854, being a son of William and Margaret (Stewart) Gifford, of staunch and long established Scotch race and lineage. His father was a grocer. Reared in Dumfriesshire, at the age of fourteen he left grammar school and became an apprentice to the jeweler's trade. In 1878, when a young man of twenty-four years, he emigrated to the United States, and during the seven subsequent years was in the line of his regular business at St. Paul, Minnesota. In 1885 he located in New Westminster, and this has been his permanent home ever since. He has a large and profitable business, and has one of the best jewelry houses in the province.

Turning to his more essentially public career, he served eight years as a member of the city council; was a member of the school board seven years,



H. J. Hasson

for a number of years was on the board of trustees of the Royal Columbian Hospital. In politics a supporter of Conservative principles, he was elected to the provincial parliament in 1891, being again returned in 1893, and in 1897, 1901 and 1903. Mr. Gifford performs an active part in fraternal matters, being affiliated with the Masons, the Ancient Order of United Workmen, the Knights of Pythias and the Sons of Scotland.

Mr. Gifford married, in 1877, Miss Annie Stoddard, a native of Scotland. Their first two children, William and Thomas, were born in the land of hills and heather, and the children born on this side of the Atlantic are Maggie, James, Julia, Hugh and John.

HILLIARD JOHN WASSON, M. D.

Dr. Hilliard John Wasson, of Ladysmith, has in the course of three or four years' practice established himself thoroughly in the esteem of the community as a reliable and progressive practitioner, and his skill and ability are unquestioned in every household that he has ever attended in a professional capacity. During the twelve years or more of his active practice he has advanced rapidly in individual power and general usefulness, and has added broad experience and efficiency to a complete theoretical preparation for the most arduous as also the most beneficent profession which engages the energies of man.

Dr. Wasson, born September 4, 1870, in Peterboro, Ontario, where his parents, John and Susan (McBurney) Wasson, are both living at the present writing, attended the public school and the collegiate institute of his native town, and then took up the study of medicine in the famous institution, McGill University, where he was graduated with the class of 1892 and with the degree of M. D. For one year following he was house surgeon in the Montreal General Hospital, where he became additionally well equipped for successful prosecution of his life work. He then came to Wellington, British Columbia, and started practice as an assistant of the late Dr. Eberts, whose successor in practice he later became. From Wellington he moved to Extension, and thence to Ladysmith in 1901, where he cares for a large and constantly extending general practice, and is also colliery physician.

Dr. Wasson was married in 1897 to Miss Ethel Harte Wyman, a daughter of B. H. Wyman, of Oakland, California. Dr. Wasson is affiliated with St. John's Lodge No. 21, A. F. & A. M., and is a member of the British Columbia Medical Association.

GEORGE A. B. HALL, M. D.

The Kootenay district with its pulsing industrial activities and rapid development, has attracted within its confines men of marked ability and high character in the various professional lines, and in this way progress has been conserved and social stability fostered. He whose name initiates this review has gained recognition as one of the able and successful physicians of the province, and by his labors, his high professional attainments and his sterling characteristics has justified the respect and confidence in which he is held by medical fraternity and the local public.

George Arthur Benjamin Hall was born in Ottawa, Ontario, on the 29th of October, 1868, his parents being Lewis and Elizabeth (Beardsmore) Hall, both of whom are now deceased. The father was born in England and was an extensive traveler. He was in Australia at the time of the gold excitement in that country and afterward came to British Columbia, arriving in Victoria when his son, Dr. Hall, was but seven years of age and received his public school education in this province. His ambition for education being not yet satisfied he went to Philadelphia, Pennsylvania, where he prepared for a professional career as a student in the dental college of that city. He also matriculated in the Medico Chirurgical College of Philadelphia, but being taken ill he left college and returned to Nanaimo, British Columbia, where he engaged in dental practice for two years. He then entered Cooper Medical College of San Francisco, completing a course by graduation with the class of 1895, and has since taken two post-graduate courses, one in the New York Polyclinic in 1898, the other in Johns Hopkins University, in 1904. Again coming to British Columbia Dr. Hall successfully passed an examination before the British Columbia Medical board and located for practice in Nelson, where he has since remained, enjoying a constantly growing patronage, which is indicative of the trust reposed in him by the general public. He is resident physician of the Canadian Pacific Railroad and also of the Hall mines and smelter. He is provincial health officer and jail physician, discharging his various official duties in connection with those of a large private practice which makes a constant demand upon his time and energies. Everything which tends to bring to man the key to that complex mysytery which we call life elicits his earnest attention and interest. He has studied broadly and thought deeply concerning the science of medicine and its possibilities, and his efforts in behalf of suffering humanity have been attended with splendid success.

In 1893 Dr. Hall was united in marriage to Miss Christina Pool, a

native of Cariboo and a representative of one of the old pioneer families of the province. They have three children: Norman Douglas, Earle Reginald and Allan Beardsmore. The family is prominent socially in Nelson and the hospitality of the best homes of the city is freely extended to the members of Dr. Hall's household. Fraternally he is connected with Nelson lodge, No. 23, A. F. & A. M., and Nelson lodge, No. 25, K. P., while professionally he is identified with the British Columbia Medical Association and the Canadian Medical Association. His career has been a busy and useful one, marked by the utmost fidelity to the duties of public and private life and crowned with success that came to him in recognition of superior merit. His name is inseparably interwoven with the annals of Nelson and the Kootenay district and with its best development and stable progress.

DAVID GEORGE KURTZ.

David George Kurtz, one of the partners in the Nelson Freighting & Transfer Company at Nelson, is numbered among the native sons of British Columbia, his birth having occurred in Victoria on the 23d of March, 1877. His father, David Kurtz, has passed away, but the mother, Mrs. Martha (Redfern) Kurtz, still survives and makes her home in Victoria.

At the usual age David G. Kurtz entered the public schools and continued his studies in the high school until fifteen years of age, when he put aside his text books in order to become a factor in the business world. He entered the office of the Albion Iron Works Company and was thus employed for three years. In 1895 he came to Nelson and here engaged in the steamboat business, being associated therewith for six years either as mate or captain. He afterward assisted in organizing the Nelson Freighting & Transfer Company, purchasing the business of the Nelson Transfer Company, and on September 30, 1901, he also purchased the business of the Pacific Transfer Company, which he merged with his other interests under the name of the Nelson Freighting & Transfer Company. In addition to his freight and transfer business he and his partners are agents for the Melrose Company of Victoria, and the Pacific Coal Company of Banff. They keep about thirty horses for use in their business and are meeting with excellent success in their undertakings.

Mr. Kurtz is a member of Nelson lodge, No. 23, A. F. & A. M., and he also belongs to the Church of England. In his political views he is a Liberal and while not an aspirant for office he keeps well informed on the questions and issues of the day. As the years have gone by he has developed an excellent business in Nelson through the recognition and utilization of oppor-

tunity and he has the full confidence of the business community. He is yet a young man, possessing the marked enterprise and laudable ambition which have been the important features in the upbuilding of this section of the country.

RICHARD MASON PALMER.

Richard Mason Palmer, whose prominence and influence in the province are widely acknowledged, is provincial freight rate commissioner of British Columbia, is secretary of the bureau of information and immigration and a member of the provincial board of horticulture. In addition to his public service he has large interests in commercial fruit-raising and also in mining properties, demonstrating to the world the possibilities of British Columbia as a fruit-raising country and giving proof of confidence in the rich mineral resources which nature has provided in northwestern America.

Mr. Palmer is a native of England, born in Gayton, Norfolk, on the 12th of March, 1859. He was educated at Swaffham grammar school, and afterward pursued a special course in agriculture, chemistry and horticulture. The year 1881 witnessed his emigration to the new world. He settled near Winnipeg, and for a few years was engaged in farming and stock-raising in that locality. In 1888 he came to British Columbia and developed and managed the Belle Meade fruit farm at Hazel-Mere, British Columbia. This place included seventy-five acres, principally devoted to the raising of Italian prunes, pears, apples and plums. He was also engaged in breeding thoroughbred Jersey stock and farmed one hundred and fifty acres of land, on which was produced excellent crops of hay and grain. In his farming operations he met with very desirable success, and upon the sale of this property was appointed provincial fruit inspector, filling that office until 1901. During the latter part of that period he also occupied the position of provincial freight rate commissioner, and in 1904 was appointed secretary of the bureau of provincial information and immigration.

Mr. Palmer is the owner of a fine residence and fruit ranch near Victoria, having twenty-five acres planted to apples, pears, plums and cherries. He has also a young orchard of thirty-five acres near Vernon planted to apples, plums and cherries. The Victoria orchards are now in good bearing condition, and much of the fruit is shipped to Manitoba and the northwest territories. He is also raising fine strawberries and other small fruits, and his labors have proved of marked value to British Columbia in demonstrating the adaptability of the soil for horticulture.

On the 14th of July, 1884, occurred the marriage of Mr. Palmer and



Andrew J. McMurtrie

Miss Edith Mary Oldfield, a native of Norfolk, England, the wedding taking place in Manitoba. They have had six children, three born in Manitoba and three in British Columbia, namely: Walter Richard, Rose Mary, Horace, Frank, Richard Claxton and Beatrice Lucy. In 1901 Mr. Palmer was called upon to mourn the loss of his wife, who departed this life on the 16th of June of that year. Theirs had been an ideal married life and most congenial companionship, and the loss of the wife and mother has been a very great one to the family. Mr. Palmer is a member of the Church of England, and is prominent in Masonic circles, serving as senior steward of his lodge in Victoria. For many years he has been a member of the Independent Order of Odd Fellows, and passed all of its chairs in England. He has firm faith in the great northwest, recognizing its splendid natural resources and excellent business opportunities, and through his private and business interests he has promoted general business development, and in official circles has rendered the province a service that has been most effective and beneficial.

ANDREW JAMES McMURTRIE.

Andrew James McMurtrie, proprietor of the Abbotsford Hotel at Ladysmith, has been in the hotel business for a number of years, and is one of the best known and most efficient hotel directors in the province. The quasi-public position of landlord is, when the reputation of a town with the outside world is considered, the most important office that anyone can take upon himself, and a capable performance of the duties involved means inestimable advantage to the welfare of the town, inasmuch as the community is judged progressive or backward according to the character of public entertainment afforded travelers.

The Abbotsford landlord was born in Ayrshire, Scotland, April 26, 1861, being a son of James and Margaret McNeill (Bryden) McMurtrie, the parents still living in Scotland. After a public school education in Scotland which continued only through his early boyhood years, Mr. McMurtrie became an apprentice to the gardening and horticulture business, and worked at that for seven years. In 1882, being then of age, he came to the United States, where for several following years he was engaged in railroading and mining. In 1886 he came to Wellington, British Columbia, and after several years spent in mining started a men's furnishing and clothing store, which he successfully conducted for three years until he sold out to enter the hotel business. In 1894 he built the Abbotsford Hotel at Wellington, at a cost of eighteen thousand dollars, and in 1900 moved the entire establishment to Ladysmith, where he made alterations and repairs to the building so that its

valuation is now thirty thousand dollars. The Abbotsford is a credit to the town and the province, it is conducted as a first-class public house, has all modern equipments and conveniences, is noted for the excellence of its cuisine, and has a steady and profitable patronage from the best elements of the traveling public. It covers a ground space of one hundred and fifty by one hundred and thirty-six feet, and contains thirty-six bedrooms.

Mr. McMurtrie served as mayor of the town of Wellington during 1898 and 1899. Fraternally he is affiliated with St. John's Lodge No. 21, A. F. & A. M.; Vancouver Commandery, K. T., and with Geiza Temple of the Mystic Shrine. He was married in 1888 to Miss Edna Wall, a daughter of Thomas Wall, of Wellington. Of the four children born of this happy union two are living, Thomas Ernest and Ian Maclaren.

PETER LAMONT.

Peter Lamont, a prominent representative of mercantile interests in Nelson, is numbered among the pioneer settlers of the northwest of 1883 and the history of the early development of this portion of the province would be incomplete without the record of this gentleman who from the period of its early development has been a prominent factor in advancing its substantial growth. When the Kootenay district was cut off from the advantages and comforts of the east by the great forest tracts and the high mountains, he made his way across the country, braving all the trials and hardships of frontier life in order to make a home in the northwest, rich in its resources, yet unclaimed from the dominion of the red men.

Mr. Lamont was born on Prince Edward's Island in January, 1861, his parents being Peter and Catherine (McKenzie) Lamont. His father is now deceased, but the mother is still living, her home being yet on Prince Edward's Island.

To the grammar schools of his native locality Peter Lamont is indebted for the early educational privileges he enjoyed. He afterward worked for a mercantile firm in New Brunswick, with whom he remained for three years and then came to Regina in the northwest territory in 1883. He recognized that this country had before it a splendid future, that its opportunities were vast, that it contained splendid natural resources and that business conditions were bound to improve it and business opportunities to increase. He therefore became a dealer in stationery and continued in that line for thirteen years, when he organized a company in connection with Mr. Martin, and the Martin, Lamont Company was thus formed. They opened a stock of drugs and stationery and were at Regina for one year. Mr. Lamont then organized the

Canada Drug & Book Company and took two other stores there. At the same time he opened stores in Revelstoke and Nelson. The company now operates two stores in Nelson. On the 1st of August, 1904, they amalgamated with the Bole Drug Company, wholesale dealers in drugs, with warehouses at Winnipeg and Calgary, the head office in the wholesale department being in Winnipeg. Under the capable management of Mr. Lamont the business has constantly grown in volume and importance and has now reached extensive and profitable proportions.

In 1898 Mr. Lamont wedded Miss Mary Thom, a daughter of James Thom of Russell, Manitoba. He is a member of the Ancient Order of Foresters and of the Knights of Pythias fraternity, and he belongs to the Presbyterian church. Twenty-one years have come and gone since he arrived in the northwest territories and throughout the intervening period he has been a prominent factor in the advancement of the commercial interests, upon which the growth and prosperity of village or city always depends. Widely and favorably known, his life history cannot fail to prove of interest to his many friends, and it is therefore with pleasure that we present his record to our readers.

HON. SIMEON DUCK.

Hon. Simeon Duck, who arrived in British Columbia as long ago as 1859, has been identified with the manufacturing business and political affairs of Victoria for many years, and has been and still is an influence working continually for the development and general welfare of his city and province. His career is worthy of the high esteem in which he is held, and his life history brings out one more of the strong characters who have had so much to do with the actual making of Victoria and with its permanent progress.

Mr. Duck is a native of St. Catharines, Ontario, having been born December 1, 1834, so that he is now a man just turned into his seventies and yet still active and vigorous in the conduct of his business affairs. He is of good English ancestry. His parents, William and Mary (Jackson) Duck, were both born in England, and about 1833 emigrated to New York. William Duck was thoroughly loyal to his king, and he decided to come under the flag of his native land and accordingly moved to Canada. He secured a farm near St. Catharines and resided there the rest of his life. He attained the ripe old age of eighty-seven years, and his good wife likewise lived past the biblical age of three score and ten, being seventy-five years old at the

time of her death. They were the parents of seven children, four sons and three daughters, and four of them still survive.

Mr. Simeon Duck is the only member of the family in British Columbia. He was reared in his native town of St. Catharines, where he received his early education. He also learned the trade of wagon and carriage maker. About 1858 the news of the gold discoveries in British Columbia reached him and attracted him to this land of supposedly golden opportunity. He came around by the Panama route and on the 21st of July, 1859, arrived in Victoria, being then in his twenty-fifth year and strong and vigorous. He went up to the Fraser river and tried his luck at mining, first at Hope and then at Yale. Although gold was not so plentiful as his fertile imagination had pictured it, there was nevertheless no danger of starving, since the river was full of the splendid salmon. And upon one occasion when crossing the river two large fish were caught on one spear by just driving it at random down into the river. The principal diet of the men at the time was fish and beans. Mr. Duck took a claim on Hill's Bar, which he worked most of the summer, but did not make expenses. When he started from Victoria to the Fraser river he had sixty dollars, but returned empty-handed. When he was once more back in Victoria he began working at his trade, and he has the distinction of being the first wagon and carriage maker in the city. In order to make lumber for the first wagon he cut oak trees and whip-sawed them, and from this material the first wheeled vehicle made in Victoria was manufactured. Mr. Duck also made the first wagon to run on the Cariboo road. This wagon was purchased by Mr. F. J. Barnard for his express business between Yale and Cariboo.

During his first years in Victoria there was not much demand for wagons, but when the wagon road was opened through to Cariboo the demand increased and Mr. Duck supplied most of the wagons used in those early times. His business rapidly expanded into a general blacksmith and carriage and wagon shop, and he did all kinds of work along these lines. This business continued for nearly twenty years, and he reaped a well earned success.

In 1878 Mr. Duck returned to Ontario to visit his parents and the home of his youth, and on arriving once more at Victoria he again entered into business. In politics he has always been a Conservative, but entirely moderate in his views, believing more in principle than party. He took an active interest in the Canadian confederation movement, and after that had been accomplished he was elected a member of the first local legislature. At the next general election he again stood but was defeated. In 1882 he

was returned by the electors of Victoria to the local assembly as an independent, and was very active in the legislative enactments of that time and had the honor of holding the office of minister of finance in the Smyth cabinet. During the time Mr. Duck was a member of the cabinet he succeeded in obtaining for the city of Victoria what were then known as the James Bay mud flats and upon which now is being erected the palatial hotel of the C. P. R. He also obtained a transfer of the Mount Douglas Reserve to the city of Victoria for public park purposes.

Soon after its organization Mr. Duck became a member of the Victoria volunteer fire department, and continued his active connection therewith for twenty years, holding all the positions in the department up to chief engineer. In October, 1865, Mr. Duck received the sublime degree of Master Mason, and for many years was a very active member of the order, having filled all the offices up to and including that of master of the lodge. He also had the honor of being the grand master of the grand lodge of the province in 1874-1875, and such was his proficiency and devotion to the work that the order has conferred upon him several tokens of appreciation of which he is very proud. He has also been connected with the Ancient Order of United Workmen for the past twenty years.

May 11, 1865, Mr. Duck was happily married to Mrs. Sarah Miller, who is a native of the state of Ohio and a daughter of Mr. Peter Haught. She is a pioneer of Texas, California and British Columbia. Mr. and Mrs. Duck have one son, William Duck, who is a native son of Victoria and is a barrister at law.

Mr. and Mrs. Duck have a pleasant home on Herald street where they have resided during the last thirty-five years.

ROBERT MONTAGU BIRD.

Robert Montagu Bird, interested with his brother, Harry Bird, in the real estate, insurance and mining business of Nelson and the Kootenay district, is a native of England, his birth having occurred in Cheltenham, on the 10th of January, 1863. He was educated in Clifton college and after leaving school accepted a position with the land agent on Lord Ducie's estate in Gloucestershire. There he remained for a year, after which he went to Cornwall, where he was articled to the Redruth Brewing Company of Redruth, learning the brewing trade and winning promotion as his efficiency increased until he became head brewer. He remained there for three years and in 1884 he went to Canada, settling in the Moose mountain district. There with Captain Pierce he established a store and in 1899 he came to British

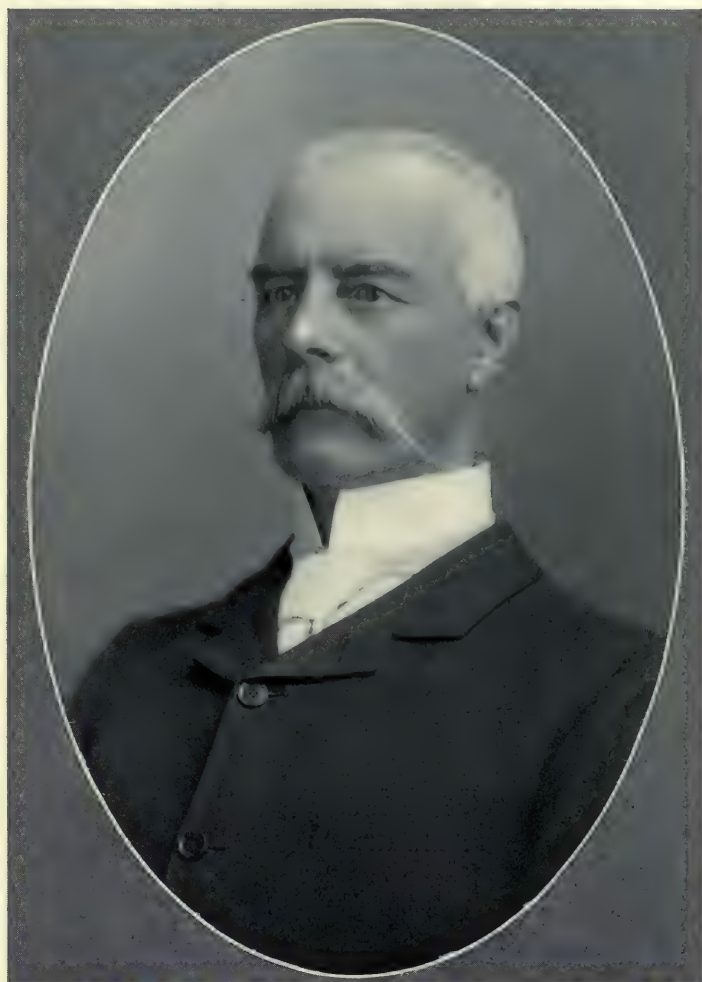
Columbia with his brother. They have since been associated in the conduct of a real estate, insurance and mining business and through the many investments which they have placed they have contributed in substantial manner to the growth and upbuilding of this portion of the country.

In 1885 Mr. Bird was united in marriage to Miss Mabel Shaw Page, a daughter of Rev. Shaw Page, of Selsley Vicarage near Stroud in Gloucestershire. They have one son, Montagu Herbert. The parents are members of the Church of England, and their sterling traits of heart and mind have endeared them to many friends during their residence in Nelson.

ALFRED ST. GEORGE HAMERSLEY, K. C.

Alfred St. George Hamersley, city solicitor of Vancouver, occupying a leading position at the bar, was born in Oxfordshire, England, on the 8th of October, 1848. He is descended from English and Irish ancestors, the line of descent being traced back to the time of King Richard, III. Sir Hugh Hamersley, Lord Mayor of London in the third year of Charles First's reign, the progenitor of the family in England, as far as is known, resided in that county as early as 1625. Hugh Hamersley, esquire, father of A. St. G. Hamersley, was chairman of the court of quarter sessions and deputy lieutenant of the county of Oxfordshire for many years. He married Miss Ann Phillips, an English lady belonging to the well known St. George family. They were members of the Church of England, prominent in the social and political circles of their part of the country.

Alfred St. George Hamersley, the only representative of the family in British Columbia, acquired his education in Marlborough College and his later education at the Middle Temple, London. He emigrated to New Zealand in 1874, there remaining until 1887, when he returned to England and the following year he came to Vancouver. He had heard favorable reports of the advantages of this city and became imbued with the idea that it had a splendid future before it. He therefore determined to locate here and make the city his home and the field for the practice of his profession. Becoming a member of the bar of British Columbia he has attained a distinguished position in connection with the practice of law. In 1890 he was appointed city solicitor, which position he has since held. Mr. Hamersley gives special attention to municipal law, in which he has secured a good clientage. He has comprehensive and thorough understanding of the principles of jurisprudence, and in the preparation of his cases displays great fairness and exactness, while in the presentation of his case before the court he is forcible, his deductions following in logical sequence.



A. S. G. Hamerley,

In early life Mr. Hamersley was deeply interested in athletics and at football played four international matches on the English team and was captain of the all England team. He has also rowed at Henley and various regattas and has won many cups. While in New Zealand he was the founder of the Rugby football and played for New Zealand for several years. He also had command of a battalion in New Zealand during the trouble with the native Maoris, and was made colonel of artillery in the New Zealand militia.

In 1876 Mr. Hamersley was married to Miss Maud Snow, of Dorsetshire, England, and they have three sons and two daughters, namely: Hugh St. George, now a captain in the Royal Artillery; Constance, at home; Harold St. George, a lieutenant in the Imperial army; Maud, at school, and Alfred St. George, also a student. They occupy a beautiful residence in North Vancouver and are identified with the Church of England, belonging to Christ's church. Mr. Hamersley is president of the Brockton Point Amateur Athletic Club. He is a member of the Masonic fraternity and has made many friends during his residence in Vancouver. His is a well rounded character not so abnormally developed as to become a genius in any line, but so evenly balanced that his judgment is rarely at fault, and his views of life in all these relations are at once rational, practical and progressive. A favorite socially and a success professionally, he stands today as one of the leading men and lawyers of his adopted city.

WILLIAM JAMES WHITESIDE.

William James Whiteside, a leading representative of the bar at New Westminster, has been an active member of his profession for the past fifteen years, all of which time has been spent in this province. Born and reared on a farm, he has depended on his own resources and ability since he was a boy, working his way into the profession by his own efforts, so that the success which has crowned his subsequent endeavors and placed him in the front ranks of the legal talent of British Columbia has indeed been well deserved.

Mr. Whiteside was born in 1864 at Scarboro, Ontario, a son of Thomas and Jane (McCowan) Whiteside, his father a native of Ontario and his mother a native of Scotland. His father was an industrious farmer at Scarboro, and the son while growing up got a good training at farm labor. He also attended the public schools of his district, and the collegiate institute at Toronto. On leaving school at the age of seventeen he became a teacher, and for the following three years provided for himself and made a little

money in that occupation. He then took up the study of law at Toronto, and in 1886 came to British Columbia and at New Westminster continued his studies with T. C. Atkinson, obtaining admission to the bar in 1890. In 1891 he formed a partnership with F. W. Howay, and after two years went in with Corbould and the late Chief Justice McColl. This relationship lasted for two years, and then in 1895 he formed a partnership with Hon. Richard McBride, present premier of British Columbia. For a period of six years beginning with 1896 he practiced at Rossland, after which he returned to New Westminster. He was a partner of Hon. Aulay Morrison until the latter's elevation to the supreme bench of the province in 1904. Mr. Whiteside has a large and representative clientage, and he is acknowledged throughout the province as one of its able lawyers. Politically he supports the Liberal party and principles.

In 1893 Mr. Whiteside married Miss Margaret Dalglish, of Ottawa, a daughter of James Dalglish. They have six children, Marjorie, Gordon, Jean, Ellen, James and John.

AULAY MacAULAY MORRISON.

Aulay MacAulay Morrison, judge of the supreme court of British Columbia, has been a prominent member of the bar of British Columbia for the past fifteen years, during which time he has been honored with several high offices of trust, and in the year just past was elevated to the supreme bench, which his eminent abilities as a jurist will dignify and in which position he can render the highest civic service to his fellow citizens.

Judge Morrison was born in 1863, at Baddeck, Nova Scotia. He is of good Scotch parentage and lineage, his parents, Christopher and Flora MacAulay Morrison, being natives of Scotland and of old family connections.

Educated primarily in the schools of Cape Breton county and at the Sydney and Pictou Academies, in 1888 Judge Morrison graduated from the famous Dalhousie University, Halifax, Nova Scotia, taking the degree of LL. B. In the course of the same year he was admitted to the bar of Nova Scotia, and he began and continued practice at Halifax until 1890. Since the latter year he has been a resident of British Columbia. Immediately on his admission to the bar of this province he entered a partnership at New Westminster with the Hon. Judge Forin, present county court judge of the Kootenay district, and with Captain Alexander Boyd, whose father is Chancellor Boyd of Ontario, and who later died in South Africa. At the general election of 1896 Mr. Morrison was elected to the house of



George Adams

commons on the Liberal ticket for the electoral district of New Westminster, and in 1900 was re-elected. At the election of 1896 he was opposed in his candidacy by Hon. Richard McBride, premier of British Columbia, and in 1900 his opponent was Hon. Edgar Dewdney, ex-governor of British Columbia. Judge Morrison's elevation to the supreme court of the province occurred September 28, 1904.

Judge Morrison affiliates with the Independent Order of Odd Fellows, and is a member of the Rideau Club at Ottawa and of the Westminster Club. In 1900 he was married to Miss Elizabeth Livingston. Her father, James Livingston, is an ex-member of parliament from South Waterloo county, Ontario. The two children of this marriage are Louise and Christopher, Jr.

ALFRED POOLE, M. D.

Alfred Poole, M. D., one of the leading physicians and surgeons of Vancouver, has been located in practice at this city since 1894, and his ability and thorough experience and skill have placed him in the front rank of the profession.

Dr. Poole was born in 1863, at Wakefield, province of Quebec, being a son of William and Mary (Trowse) Poole, his father an old settler of that locality and still a resident there. For his primary education he attended the public schools of Wakefield, and matriculating in the famous professional school at McGill University graduated in medicine in 1886. From 1890 to 1893 he was located at Pekin, New York state, and in the latter year came to British Columbia, where for a year he had his office at Vernon, and in 1894 established himself at Vancouver, where he enjoys a large and profitable general practice in medicine and surgery.

Dr. Poole is married and has two children. He affiliates with the Masons and with the Odd Fellows, is a firm supporter of the principles of the Conservative party, and is a generally popular and capable citizen, manifesting an eminent degree of public spirit in all matters of community concern.

GEORGE ADAMS.

George Adams, the leading grocer and prominent in public affairs and fraternal circles of New Westminster, has been a resident of the city for the past fifteen years, and most of his career has been worked out in this province. He is a man of self-achievement, having begun his connection with practical affairs when still a boy, and relying on his own energy and ability for his success.

Mr. Adams was born in Aberdeen, Scotland, in January, 1866. His worthy Scotch ancestors resided for some generations at Drumoak, Scotland, where were born both his parents, William and Barbara (Coutts) Adams. A grammar school education in Scotland sufficed him for his educational equipment, and at the age of fourteen he left school to become an apprentice at the grocer's business. After five or six years' service in this trade he came to Canada, in 1885, and during the following five years conducted a grocery at Burks Falls, Muskoka county, Ontario. He came to British Columbia in 1890, and at New Westminster engaged in the grocery business, which he has since built up to be one of the leading houses of the kind in the city.

Mr. Adams had been in the city only a few years when he became a factor in public affairs, his public spirit and civic worth being manifested in various ways. In 1895 he was elected a member of the city school board, and served thereon three years. He was chosen for a seat in the city council in 1900, and has been re-elected every subsequent year, including 1905. Politically a Liberal, although actively interested in local, provincial and Dominion politics, he has never sought office, and performs his part in a quiet yet efficient way. He is a member of the executive committee of the Royal Agricultural and Industrial society, and is a member of the local board of trade and of the Westminster club.

Mr. Adams is one of the leading fraternity workers in the province. As a member of the Ancient Order of United Workmen he is a charter member of Fraser Lodge No. 3, and has had the honor of being a representative to the supreme lodge, in 1901 at Buffalo, in 1902 at Portland, in 1903 at St. Paul, and in June, 1906, to the supreme lodge in Montreal. As an Odd Fellow he is a charter member of Amity Lodge No. 27, and is a member of Royal Lodge No. 6, Knights of Pythias. He is a charter member of Lord of the Isles Camp No. 191, Sons of Scotland. He is a charter member of Camp No. 53, of the Woodmen of the World.

In 1888 Mr. Adams was married to Miss Ellen Bell, of Guelph, Ontario, and they have three sons, Lloyd Leverne, James Clifford and George Eden.

JOHN ROPER HULL.

John Roper Hull, of Kamloops, is a well known and extensive stockman of that vicinity, and has for a number of years been engaged in this industry on a remarkably large scale. He is also entitled to distinction as being one of the old-time citizens of this part of British Columbia, having

arrived before the advent of railroads and having been closely identified with provincial business and industrial affairs for more than thirty years.

An Englishman by birth and early training, he was born July 14, 1855, and his parents, Arthur Davie and Honor (Berry) Hull, are both deceased. Educated in an academic institute in Bridport, Dorset, England, he spent his youth in his native land, and in 1873, being then in his eighteenth year, he came out to British Columbia, which has since remained as the field of his endeavors and life career. He came out to this province to join his uncle, W. J. Roper, who had already for several years been located at Kamloops. From the beginning of his residence in the province Mr. Hull has been interested, in a constantly increasing extent, in the stock business, and so successful has he been in the conduct of his industry that his annual product will now aggregate almost as high as any other individual cattleman's in the province. Up to June 1, 1894, he was proprietor of a meat market in Kamloops, but at that date he sold out to P. Burns & Company. At the present writing he controls, by ownership and lease, about twenty thousand acres of land near Kamloops, and on this large acreage about two thousand cattle are "run" each year. Mr. Hull is a believer in high-grade stock, and only that kind will be found on his ranch. Shorthorns and Herefords make up the bulk of his cattle, and he also raises a number of thoroughbred Percheron, Clydesdale and Cleveland Bay horses. He also has extensive mining interests, and is an acknowledged leader among the business and industrial magnates of the Yale district.

ALEXANDER D. MACINTYRE.

Alexander D. Macintyre, member of the bar at Kamloops, has been engaged in active practice for twenty years, and since located in British Columbia has gained high recognition for his ability in the profession, especially in criminal causes, and is prominent and highly esteemed both personally and professionally.

Mr. Macintyre was born in Manilla, Ontario, February 21, 1856. His father, Rev. Alexander Macintyre, a minister in the Baptist church, is now living at Toronto Junction, but his mother, Margaret Sinclair (Macarthur) Macintyre, is deceased. Mr. Macintyre's early educational equipment was obtained partly in the graded and high schools and partly at home and under private tuition at Toronto. He studied law with Beattie, Hamilton & Casels of Toronto, and was admitted to the bar in August, 1884. The first nine years of his practice were in Collingwood, Simcoe county, Ontario, and during six years of that period he held the office of license commis-

sioner. From Collingwood he located for practice at Toronto, and while there, in 1895, was made chief clerk of the revision of the statutes, involving duties which he discharged for two years and a half. Mr. Macintyre came to Kamloops in 1898, and in the following year was admitted and has been busily engaged in practice up to the present. In 1900 he was appointed official administrator for intestate estates and judge of the court of revision of the assessment roll. In addition to his legal work he is interested in mining in this district.

Mr. Macintyre belongs to the Sons of Scotland, in politics is a member of the Liberal party, and his religious affiliation is with the Church of England.

WILLIAM J. PENDRAY.

William J. Pendray, of Victoria, has the largest and best equipped factories for the manufacture of paint and soap in British Columbia. Mr. Pendray is a man of enterprise and such energy as always marks the man who builds up an important institution of whatever character. He has been acquainted with the western and northwest coast for many years, and from a somewhat varied business activity in earlier years finally turned his attention to the manufacture of soap, which he has carried out not only with success to himself but also as an enterprise which adds much to the material prosperity and stability of the city of his choice.

Mr. Pendray is a native of England, having been born in Cornwall, August 15, 1848. He came of a good, honest and industrious English family, and for his own part has been hard-working and earnest since he was a boy in age. He was educated in England; and in 1868 emigrated to California by way of the Isthmus of Panama. From the Pacific coast metropolis he went to the mines of Grass valley, and worked there for eight months at three dollars a day. In the following year he went to Cariboo to the mines on Mosquito creek, and there became one of the lucky owners of the Willow and Minnehaha mines. The Willow turned out to be one of the richest diggings in that vicinity, and Mr. Pendray did so well that after a time he returned to England.

He remained in his native country but three years, and then returned to the occident and this time located at Virginia City, Nevada, where are located the famous Comstock lodes that made San Francisco rich. He was there when the California Bank failed and brought disaster to hundreds, but he was fortunate in getting out all his money. In 1875 Mr. Pendray came to Victoria with the intention of engaging in some permanent line of busi-

ness that would prove profitable. He had an uncle, W. J. Jeffrie, in the city, who was in the clothing business, but Mr. Pendray had no knowledge of this line of trade and it did not appeal to him. One day when he was out walking about the town he passed a soap factory which had been closed since the death of its owner. He considered this an opportunity, and after counseling with his uncle and Mr. Thomas Earle, a prominent wholesale merchant of the city, he rented the vacant establishment and with one man to help him at the start he began the manufacture of soap. However, he was full of ambition and energy, and pushed the enterprise so well that it rapidly expanded in capacity and production. He now has forty-five employes in this department of his business, and his factory building of brick and wood is one hundred and thirty-five feet deep and fronts five hundred and thirty-five feet on Hubolt street. In this structure he has all the latest appliances for the manufacture of soap, and besides laundry and fancy toilet soaps he also makes washing soda and bluing. There is an eighty-horse power steam engine to furnish power for his plant, and he has all the machinery for the grinding and mixing of paints, and he turns out all the standard colors of paint. He has a power printing press on which all the labels for his goods are printed. Also, his paint cans and buckets are all made in his own tin shop, and in his box factory are made all the wooden boxes needed for his products, besides a large output of paper boxes sold to the wholesale houses of the city. He uses nothing but the very best labor-saving machinery, and his entire plant is a model of its kind. Nearly all the crude materials are made up into their finished form on his own premises. The oil is boiled on the place, and among the products are also putty and varnish. A number of salesmen are constantly on the road pushing the sale of these products to the consumers and the jobbing trade, and the high standard of the goods is best indicated by the fact that the demand is constant and equal to the supply, the trade extending not only over British Columbia but along the entire northwest coast and into the Klondike.

May 23, 1877, Mr. Pendray was happily married to Miss Amelia Jane Carthew, a daughter of the late Captain John Carthew, of Cornwall, England. Mr. and Mrs. Pendray have four sons, who have already displayed the energy and ability characteristic of their father in business affairs. Ernest Carthew, the eldest, is foreman in the soap factory; John Carroll is manager in the paint factory; Herbert is foreman in the paint works; and Roy is still in school. The sons are valuable adjuncts to their father in the business, and their ability insures the same successful conduct of affairs in the future as has marked the past. Mr. Pendray is a member of the Ma-

sonic and Odd Fellows fraternities, and he and his wife are Methodists. The family is well known in Victoria, and the success of their business enterprises and the individual worth of the members are enduring assets in the economic and social wealth of the city.

JOHN THOMAS ROBINSON.

John Thomas Robinson has been for some years past a prominent factor in the journalistic, business, political and general activities of the city of Kamloops, and in all this wide range of occupation he has been found eminently useful, progressive and public-spirited. Naturally a man of broad capability, of great energy, and of invincible integrity of character, he has prosecuted his career with an unusual amount of success and at a comparatively early age has taken a leading position among his fellow citizens.

He was born in Elma township, county Perth, Ontario, seven miles from the town of Listowell, on May 24, 1868, and his parents, Alexander and Elizabeth (McQuillan) Robinson, are both still living, their home being in Cannington, Ontario. The future editor's early training was accomplished in the school at Britton's Corners in Elma township, then at the Gordon school on the township line, followed up with a graded and high school course in Listowell. During his school days his physical energies found ample outlet in the work of the home farm, and when his scholastic career came to a close at the age of fourteen he entered the Standard printing house in Listowell, and during a four years' apprenticeship learned all the details of the trade besides gaining more or less acquaintance with journalistic work. For two years he was on the staff of the Cannington *Gleaner* and of the Orillia *News Letter*. In 1888 he and his brother, W. A., purchased the *Ontario Gleaner* at Cannington, and continued as one of the editors and publishers of that sheet until the fall of 1896, when he sold his interest to his brother. October 1, 1896, he purchased the Berlin, Ontario, *Daily News*, which, however, he conducted only a few months, and in the following February sold out and came west. Since then he has been located at Kamloops, where in 1897 he organized the Standard Printing and Publishing Company of Kamloops, and was part owner and managing director of the concern for a year and a half. In 1899 he left the newspaper business, and since that date has contributed his energies to the business activity of Kamloops as a broker and dealer in real estate and in the mining business.

Mr. Robinson is well known in the political and military circles of the northwest. As a staunch Conservative he acted as organizer for the whole province, and for three years was a member of the executive committee of



A. Harlan

the Conservative Union. On two occasions he has been brought before a convention as candidate for the house of commons—the first time being only twenty-one years old, being proposed as a member from North Ontario, an offer which he declined, and in 1904 was a candidate for the Yale-Cariboo riding, but was defeated in the convention. During 1904 he was a member of the city council, and is now a candidate for mayor. For five years Mr. Robinson held the commission of lieutenant in the Thirty-fourth Battalion of Canada Militia, this being during his residence in Cannington. In 1893 he was graduated from the Royal Canadian Military School at Toronto.

For two years Mr. Robinson served as president of the Kamloops Board of Trade, and at the present writing is a member of the city council. He is the principal shareholder and is secretary of the Tenderfoot Mining Company. Fraternally he is affiliated with Tatnai lodge, No. 9, I. O. O. F., at Kamloops, and with the Independent Order of Foresters, Court Gold Hills, at the same place.

June 9, 1897, he was married to Miss Maggie S. Thorold, youngest daughter of Dr. F. E. Thorold, formerly of Cannington, Ontario, now a resident of Evansville, Indiana state. Mr. and Mrs. Robinson have two children, Hermance Charity Elizabeth and Nellie Frances Millicent.

ANDREW HASLAM.

Born in the north of Ireland in 1846, a son of John Haslam, Andrew Haslam received his education in his native country, and in 1861 he crossed the ocean and located in New Brunswick. The first nine years of his career on the American continent were spent in farming and lumbering. In 1870 he started for Manitoba, but it was a year before he arrived at his destination, since he employed himself at various occupations at the different stages of his journey. In Manitoba he followed the lumber industry, working there for two years in lumber yards, and the two subsequent years were spent in the lumber business in the state of Texas. In 1874 he came out to British Columbia, where his business career has been identified with the lumber industry, and thirty years of citizenship makes him an old-timer. After working in some lumber yards for a time he came to Nanaimo in November, 1875, and for two years was employed in a lumber mill. He then moved to New Westminster, and for six years was a partner in the Royal City Planing Mill Company, at the end of which time he returned to Nanaimo and has since made this city his permanent home. He established a lumber and planing mill, known as the Nanaimo Saw & Planing mill.

In 1884 Mr. Haslam married Miss Eva Macdougall, whose father was

Charles Macdougall, of Carlton county, New Brunswick. Three children have been born into their happy home, namely, Charles, William and Ian. Mr. Haslam affiliates with Doric Lodge, A. F. & A. M., and is a Conservative in political principles and has served a term in both the provincial and Dominion houses, being elected by acclamation to both, as the representative of Vancouver Island district to the Dominion house, and from the Nanaimo district for the provincial.

EDWARD CHARLES ARTHUR, M. D.

Dr. Edward Charles Arthur, successfully engaged in the practice of medicine in Nelson and also identified with mining interests of the northwest, was born in Prince Edward county, Ontario, November 29, 1856. His parents, Matthew and Margaret (Dougherty) Arthur, were early residents of Brighton, Northumberland county, Ontario. The father was a farmer and still lives upon his farm in that district, although he has practically retired from active business life.

Dr. Edward Charles Arthur at the usual age began his education, entering the public school No. 12 in the township of Hallowell in Prince Edward county. He afterward spent four months as a student in public school No. 6 and eventually entered the high school at Brighton. Later he matriculated in Victoria University, entering that institution in September, 1876, and completing a full classical course there by graduation in May, 1880. Devoting his attention to educational work he spent several years in teaching in high schools and collegiate institutes, when having determined to enter upon the practice of medicine he began preparation for that work in Trinity Medical College of Toronto, in which he was graduated in May, 1888. Entering upon practice at Lloydtown in county York, he remained there for fifteen months, after which he came to British Columbia to accept the position of physician for the Canadian Pacific Railway on the Columbia and Kootenay road. He landed at Revelstoke on the 30th of April, 1890, and arrived in Nelson on the 12th of August, of the same year. Locating for practice here in January, 1891, he was licensed in May following and has since continued an active representative of the medical fraternity, discharging his professional duties in a most conscientious, earnest and capable manner. He has gained comprehensive knowledge of the principles of the medical science, is rarely at error in his diagnosis of a case or in determining the outcome of disease and ever maintains a high standard of professional ethics. He is likewise largely interested in mining in addition to his professional duties, having made judicious investments in some valuable mineral properties.

On the 31st of July, 1889, Dr. Arthur was united in marriage to Miss Isabel Delmage, a native of St. Marys, Ontario, and they have one child, Margaret Isabel Lennox, while two of their children have passed away. Dr. Arthur is quite prominent in fraternal circles. He is a charter member of Nelson lodge, No. 23, A. F. & A. M., and of Kootenay lodge, No. 16, I. O. O. F. He is serving as past grand master of the latter, is a member of the Independent Order of Foresters, and takes an active and commendable interest in every movement or measure that tends to promote the social, intellectual or moral development of his city. His devotion to the general good has been recognized by his fellow citizens, who have called him to public office. He has been coroner of the district since 1892, was alderman for one year and has been a member of the school board since its organization. In thought and feeling he is a fellow citizen of the province and his career is now closely identified with the history of the Kootenay district, where he has acquired a competency and where he is an honored and respected citizen.

RICHARD HALL, M. L. A.

Richard Hall is a native of the Golden state, his birth occurring in San Francisco April 30, 1855, his parents being Richard and Sarah (Dunderdale) Hall, both natives of Lancashire, England. He received his educational training in Victoria, where he attended the Catholic College, and was also a student in the collegiate school of the Church of England. At an early age he was connected with the dry goods trade, was also in the wholesale commission business, and for a number of years was a steamboat purser. In 1882 Mr. Hall embarked in the wholesale coal trade, in which he has ever since continued, being exclusive agent for the Dunsmere coal, and in addition is also a well known insurance man, representing as general agent the Liverpool, London and Globe, the Travelers' Life for the past twenty years, and also does a marine insurance business. It will thus be seen that he is a man of resourceful ability, and besides the many interests already mentioned it should be noted that the sealing business has also claimed a share of his attention, having been a member of the Victoria Sealing Company since 1888, in which he is connected with Captains Cox and Grant, and is now serving as president of the company. In his political affiliations Mr. Hall was a Conservative until 1896, but in that year joined the Liberals, and in 1898 was elected a member of the provincial parliament, to which position he was re-elected in 1900 and again in 1903, administering the affairs of the office with ability and power.

The marriage of Mr. Hall was celebrated in 1887, when Miss Louisa

Kinsman became his wife. She is a native daughter of Victoria, in which city her father, Alderman John Kinsman, has long made his home. The children born to this union are Rupert C., Norman B., and Claudia L. The family are Methodists in their religious faith, and fraternally Mr. Hall affiliates with the Independent Order of Odd Fellows, the Woodmen of the World, and is a member of the Sons of England.

DAVID LA BAU, M. D.

Dr. David LaBau, the pioneer physician of Nelson, whose practice largely extends over the eastern section of British Columbia, was born in Stoutsburg, New Jersey, on the 4th of March, 1858, his parents being David and Elizabeth (Wert) LaBau. The mother has passed away, but the father is still living, being a resident of New Jersey.

In the public schools David LaBau acquired his early education and afterward entered Columbia University in New York city, pursuing a course in medicine. He was graduated from that institution with the class of 1880 and thinking that he might have a better field for professional labor in the west he made his way to Colville, Washington, where he spent a short time. He was afterward located in Idaho for a brief period and thence came to British Columbia in March, 1888, his destination being Nelson. He made his way to this district in order to engage in mining, for gold had been discovered in the Kootenay country and he hoped that he might more rapidly realize wealth than through the avenue of medical practice. There was no physician in the district, however, and he was constantly called upon to relieve the sick and suffering, in fact, the professional demands upon his time were so great that he was not able to attend to his mining interests, and determined to devote his energies exclusively to the practice of medicine and surgery. He was the first physician in the district and he has always maintained a foremost place among the representatives of the medical fraternity here. He now has a large and lucrative practice, covering nearly all of the eastern portion of British Columbia. He has made a close and earnest study of surgery and his marked capability in that direction has gained him an enviable reputation throughout the province. He is also a registered physician of the United States. Constant study, reading and investigation have continually broadened his knowledge and promoted his efficiency and his skill in the alleviation of human suffering has brought him a desirable financial success.

In 1896 was celebrated the marriage of Dr. LaBau and Miss Maude Scott, a native of Portland, Oregon, and a cousin of Harvey Scott, editor



W. J. Drysdale

and proprietor of the Portland *Oregonian*. They now have one child, Donna. Dr. LaBau is a prominent Mason, having taken the Knight Templar degrees as a member of Rossland Commandery, while he is also identified with the Mystic Shrine. He is likewise a member of the Knights of Pythias fraternity. His entire freedom from ostentation or self laudation combined with his genuine personal worth has made him one of the most popular citizens of Nelson and the Kootenay country, with whose history he has now been long and prominently identified.

WILLIAM FREDERICK DRYSDALE, M. D.

Dr. William Frederick Drysdale, a popular and successful physician and surgeon at Nanaimo, where he has been building up and caring for a representative practice during the past ten years, is generally recognized as a man of broad ability and high attainments in his profession, and has added to these qualifications a large degree of native talent and a large sympathy with mankind, so that he has succeeded as a matter of course and as the result of his persevering and conscientious endeavor to realize high and worthy ideals.

Born in Packenham, Ontario, October 24, 1867, both of his parents, Alexander and Martha (O'Neill) Drysdale, being deceased, the son, being the youngest in a family of eight children, was educated in the public schools and in the Collegiate Institute at Perth. That well known seat of medical learning, McGill University, was the source from which he acquired his professional preparation, and he was graduated from that institution with the class of 1894. This period of theoretical study was corroborated with six months of practical experience in the general hospital. In September, 1894, he came to Nanaimo and established himself in practice as a partner with Dr. McKenzie, and this firm has since been one of the most reliable in the city. Dr. Drysdale's practice is mainly of a general nature, but he has also made a specialty of skin diseases, and has become reputed as an authority in this line. He has several professional connections, being a member of the College of Physicians and Surgeons of Ontario, a member of the British Columbia Medical Association, and is city health officer of Nanaimo.

Dr. Drysdale married, in April, 1900, Miss Katherine Allen, a daughter of Captain Allen of the ship *Cuba*. They have one child, Jean Allen. The Presbyterian church represents the family's religious adherence. In politics Dr. Drysdale is a Liberal, and has fraternal affiliations with Doric Lodge, A. F. & A. M., of which he is past master, and with Vancouver Commandery of the Knights Templar.

WILLIAM T. SLAVIN.

William T. Slavin, postmaster of Kamloops, has been a popular and highly esteemed citizen of this city for the past fifteen years. He has arrived at his present position as a result of energetic and persistent effort, and he has made for himself since beginning in the time of youth a real career, characterized by efficiency in the performance of duties and by invincible integrity in all the relations of life.

The present postmaster of Kamloops was born in Kingston, Ontario, in October, 1860, being a son of P. and Rosanna (Keenan) Slavin, who are both deceased. Kingston remained only his brief childhood home, and it was at Montreal where he gained most of his school education and was reared. He also attended Masson College at Terre Bonne. He began learning telegraphy while a boy, and he practiced that art almost continuously up to the time of accepting his present office. In 1882 he moved to Winnipeg and became telegraph operator for the Canadian Pacific, and as that road was constructed westward he followed along in its course until it was completed. He then worked for the Dominion Telegraph Company at Cariboo for four years, from 1886 to 1890, and in the latter year came to Kamloops, where for eight years he was stationed as commercial operator for the Canadian Pacific, with a book and stationery store in connection therewith. He was appointed postmaster of Kamloops in 1898, and has since filled that office to the eminent satisfaction of all concerned, and it can be said to his credit that numerous improvements effected during his administration have added to the efficiency of the service and his own popularity as a government official.

Mr. Slavin was married in August, 1891, to Miss Margaret R. Dallas, a daughter of Donald Dallas, of Wick, Scotland. Mr. and Mrs. Slavin have three children, Dallas, Zellah and Patuce. Mr. Slavin is a member of the International Order of Railway Telegraphers, and is a past grand chancellor of Primrose Lodge No. 20, Knights of Pythias, at Kamloops.

BELVILLE TOMKINS.

Belville Tomkins, proprietor of the Strathcona Hotel at Nelson, one of the best hostleries in the province of British Columbia, was born in New York city, January 1, 1852, and is a son of Charles M. T. and Jane (Hudson) Tomkins, both of whom have departed this life. At the usual age Belville Tomkins entered the public schools of New York and therein mastered the common branches of English learning, after which he entered upon his business career in a printing establishment. Later he was engaged in seafaring

life for a time and in 1891 he came to British Columbia. He then located at Nelson and was identified with the steamship interests until he turned his attention to the hotel business. He is now proprietor of the Strathcona Hotel at the corner of Stanley and Victoria streets, one of the finest hostelrys in British Columbia. It was erected in 1889 by employes of the Canadian Pacific Railway Company, and was opened as a hotel by E. E. Fair, who conducted it until January 1, 1903, when he was succeeded by A. Padmore, who remained proprietor until March, 1903, when Mr. Tomkins took charge. He has since conducted the hotel and is one of the most popular landlords of the province, owing to his earnest efforts to please his patrons and the many comforts and conveniences which the hotel affords. It contains sixty rooms and is heated by steam and hot air. It is a four story building, erected at a cost of twenty-four thousand dollars. The lots have a frontage of four hundred feet and a depth of one hundred feet. The hotel occupies a very favorable situation commanding a beautiful view of the mountain and the lake.

In 1893 Mr. Tomkins was married to Miss Margaret Hutchinson, a native of California, and thus the year is a notable one in his history, for it was also in that year that he entered the hotel business here. He is distinctively American in spirit and actions, possessing the marked enterprise and foresight which have been the dominant factors in the rapid settlement, improvement and development of this great western hemisphere. He possesses marked individuality, strong resolution and reliability, and he is enrolled among the best citizens of the Kootenay district.

DR. ARTHUR PERCIVAL PROCTOR.

Dr. Arthur Percival Proctor, a physician and surgeon with extensive practice of an official and private nature, has been located in Kamloops since 1898. Dr. Proctor is from first to last a man of evident ability and high purpose, and during the period of his active practice he has gained a reputation for skill and adroitness which fits well with his place among the leaders of his profession in this province. He is prominently connected with the life and active affairs of the community, and is influential and highly esteemed wherever known.

Dr. Proctor was born in Macclesfield, Cheshire, England, July 28, 1867, his father, Charles Edward Proctor, being an English barrister, now deceased, as is his mother, Ellen (Livesey) Proctor. Educated in the schools of the old country, in 1886, being then an ambitious youth of nineteen, he came out to Canada and located at Alberni on Vancouver Island. Some time

later he made definite plans for a medical career, and his professional studies, begun in the famous McGill University, were finished in Manitoba University, where he was graduated with the class of 1896. He then became professionally connected with the Canadian Pacific Railway, and in the employ of the company was located at Donald, British Columbia, for sixteen months. In the spring of 1898 he came to Kamloops, where he has centered his private and official practice ever since. He carries on a large general practice, and is also local physician for the Canadian Pacific. Dr. Proctor is a progressive member of his profession, and by several prominent official connections keeps in touch with the science and wields his own influence for the progress of the medical fraternity. He is a member and during 1904 was president of the medical council of the province; is medical superintendent of the Royal Inland Hospital, is physician to the provincial jail and also to the provincial home, is provincial health officer for the district and is city health officer. He keeps up active membership in the British Medical Association, the Canadian Medical Association, and the British Columbia Medical Association.

In politics Dr. Proctor is a Liberal, and he and his family are Presbyterians. He is a prominent Mason, being affiliated with Kamloops lodge, A. F. & A. M., and with the Scottish Rite Lodge of Perfection at Winnipeg; is also an Odd Fellow, with Tatnai lodge, No. 9.

In 1900 Dr. Proctor married Miss Christine Mitchell, a daughter of Walter Mitchell, of Inverness, Scotland. They are the parents of two children, Dorothy and Arthur P., Jr.

LIEUT. COLONEL JOHN CONNAL WHYTE.

Lieutenant Colonel John Connal Whyte, of New Westminster, officer commanding Sixth Duke of Connaught's Own Rifles, is the warden of the British Columbia Penitentiary. He came to the province in 1887, and is a native of Stirling, Scotland, born on the 2nd of August, 1861. His parents were Robert and Jean (Connal) Whyte, the former a native of Breco, Scotland, and the latter of Stirling. The father was a contractor and builder, and both he and his wife were Presbyterians in religious faith. He attained the advanced age of eighty-two years, and his widow now survives him in the sixty-eighth year of her age.

Lieutenant Colonel Whyte accompanied his parents to Canada when but two years of age, and was reared in Ottawa, supplementing his early educational privileges by study in the Ottawa Collegiate Institute. He began his business career in a wholesale dry goods establishment, and continued in



J. C. Whyte Lt. Col.

that until 1887, when he came to Victoria. There he remained for a short time, after which he removed to New Westminster. He was here superintendent of construction of the water works for the city, was superintendent of construction for the Revelstoke & Arrow Lake, and the Nakusp & Slocan Railways, and was thus closely associated with industries having direct benefit upon the material resources and improvement of the city and province. In 1896 he was appointed warden of the British Columbia penitentiary, and since that time has had charge of the institution. In the intervening years many improvements have been made, and a large addition doubling the size of the institution is now being completed. There are in 1905 one hundred and thirty-seven convicts in the penitentiary, and these are employed in making boots and shoes, clothing, farming, blacksmithing, carpentering, baking; also in the manufacture of brick and artificial stone, the latter being made by an absorption process, and is moulded into any shape desired. It is stronger than sand stone and is a most valuable building material, and the British Columbia penitentiary has the honor of inaugurating this manufacture in the province. The convicts are also doing all the building under competent instruction. Lieutenant Colonel Whyte has taken a deep interest in Penology, and has been honored with the appointment of Honorable Vice President of the National American Prison Congress. He has for many years been very active in field sports, and to him is due the honor of being one of the founders of the New Westminster Lacrosse Club. He has been a very successful and skillful player at all branches of amateur sport, and has twice represented the province of Ontario in the international football competition while residing in Ottawa.

Lieutenant Colonel Whyte has also had military interests and connections. He was a member of the Forty-third Duke of Cornwall's Own Rifles, Ottawa, before coming to British Columbia, and in 1897 he was given a command in the Second Battalion, Fifth Regiment of Artillery in New Westminster. In 1899 this regiment became the Sixth Regiment Duke of Connaught's Own Rifles, with headquarters in Vancouver. In 1902 Lieutenant Colonel Whyte was appointed to command of the Duke of Connaught's Own Rifles. This regiment has acquired wide celebrity, and is second to none in efficiency in the rifle range. To this regiment belongs Private Perry, S. M., who at Bisley, England, in 1904 won the King's medal, the Victoria Cross of Riflemen, in competition against all the best shots in the empire. When Lord Dundonald was leaving Canada he sent a despatch to the *Toronto World* "That the Sixth was a very smart corps, and that their officers took a deep interest in rifle shooting." Lieutenant Colonel Whyte has for the past four

years been president of the British Columbia Rifle Association, and they now have the best record of any provincial association, having won last year at Ottawa six places out of twenty on the Bisley team, of which four are out of his own regiment; he is also vice president of the Dominion of Canada Rifle Association and vice president of the Canadian Militia League.

In 1889 Lieutenant Colonel Whyte returned to Ottawa and was married to Miss Margaret Blythe, a native of Ottawa and a daughter of George R. Blythe, Esquire. Their union has been blessed with six children: George, Isabella, Stewart, Blythe, Margaret and Jean. The parents belong to St. Andrew's Presbyterian church, and Lieutenant Colonel Whyte belongs to Union Lodge No. 10, A. F. & A. M., of New Westminster. He is also an eighteenth degree Scottish Rite Mason; also is a member of the Ancient Order of United Workmen and the Sons of Scotland. He has a wide and favorable acquaintance in military and fraternal circles, and enjoys that warm personal regard which arises from geniality, a kindly spirit and deference for the opinions of others.

JOHN CLANCY GORE.

John Clancy Gore, who is serving as superintendent for the Canadian Pacific Railroad steamers at Nelson, was born in Gibraltar, Michigan, in 1853 and after attending the public schools there he began learning the ship-builder's trade, which he followed, however, for only a few months. He afterward secured a position on steamers on the lakes, running on a mail boat on Lake Superior between Marquette, Houghton and Hancock. He was at that time but fifteen years of age. For four seasons he remained in that employ and then worked on ship construction. Up to the time he was eighteen years of age he had risen from the humble position of a deck hand to master of a tug, and he continued to serve in the latter capacity for two years. In 1872 he came west, locating in Portland, Oregon, his father having purchased land near that city. Mr. Gore then turned his attention to ranching, but the venture proved unsuccessful and he accepted a position as deck hand on the Willamette and Columbia river boats. His capability, however, won him promotion to the position of mate, which he occupied until 1884, when in a similar capacity he went up the Stickeen river. The boat on which he sailed, however, was sunk on the trip, and returning to Portland, Mr. Gore accepted a position on the government snag boat. He was next employed on the O. R. N. for one season as captain, following which he returned to the employ of the government on a snag boat. Later he resigned, however, on being offered a captaincy on the O. R. N. boat, and

he was in the employ of that company until September 1, 1890, when he went to Revelstoke in the employ of the Kootenay Steam Navigation Company. It was owing to Captain Gore's long experience and practicability in navigating swift waters and treacherous currents that it was made possible to reach the inland Kootenays by navigation from outside points, thereby connecting with S. F. & N. on the south and the C. P. R. at Revelstoke. Prior to this navigation was closed six months during the year. In 1897 he located at Nelson and is now superintendent for the Canadian Pacific Railway Company's lake and river service.

In 1886 Mr. Gore wedded Miss Ida B. Ditmars, a resident of Oregon, and they have two children: Hazel and George. Fraternally Mr. Gore is connected with Nelson lodge, No. 23, A. F. & A. M., and is true to the teachings and tenets of the craft. Starting out in life at an early age with no assistance from influential friends or favorable environments he has made good use of his opportunities and has gradually worked his way upward until he now occupies an important and lucrative position.

RT. REV. EDWARD CRIDGE.

Rt. Rev. Edward Cridge, the venerable bishop of the Reformed Episcopal church of British Columbia, has enjoyed a career in ecclesiastical service which for length and broad usefulness is seldom vouchsafed to men. With his eighty-seven years he is truly venerable, and yet as the Lord's vicar he still preaches and carries on his beneficent work among the people of Victoria, where he has been rector of the present congregation for more than thirty years. As might be expected in one who has toiled so long and faithfully, one finds a beautiful simplicity, a breadth and liberality of mind and outlook, and a sweet patience and steadfast courage as the most prominent marks of the bishop's character. The wholesomeness and uplifting marks of his life are happily still continued, and as the sunset of his career approaches the love and veneration of his people strengthen and hold with the greater tenacity to his supporting and beneficent spirit.

Bishop Cridge was born in Bratton Fleming, Devonshire, December 17, 1817, being of good English lineage. His father, John Cridge, was an English schoolmaster, and he married Miss Grace Dyer, who passed away when her son Edward was but a child. The father lived to be sixty-three years of age.

Bishop Cridge enjoyed usual opportunities in an educational way under the direction of his father, and he also attended the schools of North Milton and South Milton. He afterward was third master in the Grammar School,

Oundle, Northamptonshire. He finished his education in St. Peter's College, Cambridge, receiving the degree of B. A. In 1848 he passed the theological examination in Cambridge, and was ordained in Norfolk. He was appointed assistant curate of the church of North Walsham, Norfolk, and was also second master of the school in that city. In 1851 he was appointed to the charge of Christ District church at Westham, London.

In 1854 Rev. Cridge was appointed chaplain of the Hudson's Bay Company for Vancouver Island. Before coming out to the wilderness of the northwest to assume his duties he was married, in 1854, in the parish church at Westham, to Miss Mary Winmill, who was born in England. They then came out together to the district church of Vancouver, and in April, 1855, landed at what is now the beautiful and prosperous city of Victoria. At that time the fur company's fort with its projecting bastions and with the surrounding cabins was the principal evidence of civilization in these parts. Until a church could be erected he held the first Episcopal services within the fort. The church was completed in 1856, was burned down in 1869, and was rebuilt by the congregation in 1872. Bishop Cridge was the first Protestant clergyman in this province, and besides holding regular services and Sunday school at Victoria he also carried on his ministerial work at Colwood, Esquimault and other places. In 1857 he visited Nanaimo and held services and baptized several Protestant children, and his was the first Protestant service held in that place. In 1859 he accompanied the Rev. Mr. Gammage, a missionary sent out by the Propagation Society, by steamer as far as Hope and thence by canoe as far as Yale, and across the mountains on horseback to Lytton, from there to Lillooet, and came home by way of Douglas.

In 1874 the organization of the Reformed Episcopal church was effected in the Presbyterian church building on Humboldt street, and Rev. Cridge held the first service. Bishop Cummins was the leader of the movement by which this branch denomination was brought about. The reformers objected to certain changes made in the ritual of the older church, and it is claimed that the Reformed church is more in keeping with the creed and usages of the church as it was originally, and they use the English prayerbook and dispense with many of the formal services that resemble the Roman Catholic ritual. In 1876 Rev. Cridge was consecrated bishop of the Reformed Episcopal church at Ottawa, and later was sent in the deputation from that church to the Free church in England. The congregation at Victoria erected the Church of Our Lord in 1876, and this has been Bishop Cridge's home church ever since.

The bishop and Mrs. Cridge have had nine children, and the four now

living are: Richard Coombe Cridge, who is a civil engineer in the Sandwich Islands; Mary Hills is the wife of James Cram, manager of the bank at Ashcroft; Ellen is the wife of Thomas Herbert Laundry, in the Bank of Commerce, and Maude is at home with her aged parents. Mrs. Cridge is still spared to her husband and children, and is one of the oldest pioneer women in the province. Besides being unwearied in church work, she was part founder, and, for twenty years, first lady directress of the still flourishing Protestant Orphans' Home. In 1875 Bishop Cridge built a very commodious and pleasant home on Carr street in Victoria, and this delightful place has been hallowed by his subsequent life and by the associations of a happy family. The grounds about the residence contain three acres, and the bishop has been so enthusiastic in his love for the spot that he has placed all the improvements upon it with his own hands. He has set out many fruit and ornamental trees and flowers. This home is called Marifield, in honor of Mrs. Cridge, whose first name is Mary. Bishop Cridge is a lover of music and since early life has been trained in the appreciation of the art. He is himself an accomplished player on the 'cello. Some sixty years ago he was one of the organizers of the Cambridge University Musical Society, and this is still in existence and a flourishing body continued in the interests of the best in music. The limits of this article of course preclude a more extended account of the many phases of Bishop Cridge's long life, and it must be sufficient to conclude by saying that he has been devoted to the promotion of many worthy enterprises, that the progress of the world toward higher ideals has always found in him a sympathetic worker, that his influence for good has never become dimmed in the course of years, and that his humanizing spirit and beneficent endeavors have lifted thousands of his fellow men toward the better things of the world.

CAPTAIN JOHN S. TAIT.

Captain John S. Tait, a popular and prominent officer in the Sixth Regiment, Duke of Connaught's Own Rifles, and also one of the enterprising and prosperous business men of Vancouver, is a native of Edinburgh, Scotland, where his birth occurred on the 6th of June, 1875. The family had resided in Scotland through many generations. His father, James Tait, also a native of Scotland, became a member of the firm of Tait & Company, engaged in the growing and shipping of tea in China. He was the founder of the business and for a long period was very active in controlling its interests and extending the scope of its operations, his keen discrimination and capable management bringing to the firm a large measure of success. He died in

1888, at the age of seventy-three years. His wife, who bore the maiden name of Annie Shaw Trotter, was a native of Scotland. She survives her husband and now resides in Edinburgh, Scotland, in the sixtieth year of her age. In religious faith they were Presbyterians, members of the Established church of Scotland. In their family were nine children who yet survive, while one has passed away.

Captain Tait, the only member of the family in British Columbia, was educated in his native city and his first business interest was that of a shipping clerk in Leith. He came to Vancouver in 1897 to take charge of his present business as manager of the house of Crawford & Stuart, wholesale dealers in ropes, cords, twines, patent salmon nets and all lines of fishing supplies, the business being located at No. 565 Granville street. Captain Tait has continuously remained as manager and has conducted the business with very gratifying success for the past seven years. The store is a very large one and the stock is received direct from the manufacturers. He supplies the goods to the trade and to the fishers at very satisfactory rates and he is an active, honorable, progressive and conscientious business man, with whom it is a pleasure to meet in any commercial transaction, because of his obliging disposition and thorough reliability.

In 1898 Captain Tait joined the militia, went through a school of instruction and was commissioned a lieutenant in the Garrison Artillery, now the Duke of Connaught's Own Rifles. He was promoted to captain in January, 1902. Since becoming a member of the militia he has taken an active part in its development along lines of proficiency and superior skill. He is fond of rifle practice, is himself a fair marksman and is ever ready to lend efficient aid in all the undertakings of his company and regiment, serving capably on all the committees on which he is appointed and deserving and enjoying the high esteem of the regiment. Such men are a credit to the military organizations of the country. He also takes a lively interest in athletic sports, yet never neglects his business and in commercial, social and military circles he is prominent and popular.

On the 19th of November, 1902, Captain Tait was united in marriage to Miss Lilian Nelson Moore, a native daughter of California, born in San Francisco, and of Irish-Canadian descent. They have one son, John Moore Spottiswood Tait. The captain and Mrs. Tait have won hosts of friends since their arrival in Vancouver, and his social as well as business and military prominence entitles him to recognition in this volume.



Thomas Paylor

THOMAS TAYLOR.

Thomas Taylor, of Revelstoke, has been prominently and closely identified with the industrial, business and public affairs of interior British Columbia for a number of years. Of large ability as an executive and manager, personally influential, and of known integrity and worth of character, he has impressed his energy and enterprise on numerous departments of activity and has become well known throughout this portion of the province.

A native of London, Ontario, where he was born February 4, 1865, his parents, Thomas and Anne (Talbot) Taylor, being both deceased, he was reared and educated in his native city, where he attended the graded and high schools, and was afterwards articled to the law firm of Taylor and Taylor for two years. In 1885, being then a youth of twenty years and full of ambition and energy, he moved to Winnipeg, where he employed himself at various occupations for three years, and since 1888 has been a citizen and an active factor in British Columbia. He has been a resident of Revelstoke since 1900. In 1889 he went to Donald, British Columbia, in connection with the mechanical and store department of the Canadian Pacific Railway, and for one year had charge of the company's store at North Bend. He then took the management of the branch store of C. B. Hume and Company at Trout Lake City, and has been associated as a member with that firm ever since. From 1894 to 1898 he served as government agent. He has interests in mining in this district and coal lands in Alberta.

Mr. Taylor is a Conservative in politics, and has taken much interest in local affairs. In 1900 he was returned as a member of the provincial parliament for Revelstoke riding, and in 1903 was re-elected. He is prominent in fraternal circles, being affiliated with Trout Lake Lodge No. 49, Independent Order of Odd Fellows, with the Fraternal Order of Eagles at Revelstoke, with the Independent Order of Foresters, and is a member of the Orange Society. In 1897 he was married to Miss Georgie Larson, whose father was a native of Copenhagen, Denmark. They have three children, Thomas Talbot, Margaret Edna and Richard Gordon.

SAMUEL SEA, SR.

Samuel Sea, Sr., who in former years was extensively engaged in ship-building, and is now devoting his energies to agricultural pursuits, is numbered among the pioneer settlers of Victoria of the year 1862. He was born in Kent, England, on the 12th of August, 1837, and his father, Samuel Sea, was also a native of that country and died in the seventieth year of his age.

His wife, however, still survives and has now reached the advanced age of ninety-six years. They were the parents of three sons and five daughters and one of the sons, William, now resides in San Francisco, while another son, Henry Sea, is a resident of Victoria. In the year 1862, the discovery of gold in British Columbia attracted Samuel Sea of this review to the Pacific coast. He took passage on the sailing vessel *Celestia*, bound for the far northwest, and carrying two hundred and fifty passengers. One hundred and twenty-eight days were passed ere the voyage was completed. Mr. Sea had previously learned the ship-carpenter's trade and after reaching British Columbia he was employed by the Hudson's Bay Company in the repairing of its ships. After the completion of the schooner *Mink*, however, he sued the company before he received his pay. He was likewise the builder of the following vessels, the *Gold Stream*, the sloop *Deerfoot*, the brig *Robert Gowan*, and others at Sooke. He made a trip to the Sandwich Islands, afterward visited San Francisco and then returned to his home in England in order to visit his relatives and to wed the lady of his choice. He was married to Miss Louisa Lovell and they came to British Columbia by way of New York, the Isthmus of Panama and San Francisco, ultimately reaching their destination, Victoria.

Here Mr. Sea resumed his ship-building operations and at this period of his life constructed the steamer *Woodside*, and the schooner *Cambria*. His partner sailed in the latter vessel to the Sandwich Islands, but was killed by the Indians at Solomon Island and the ship and cargo were a complete loss. Mr. Sea also built a missionary boat, the *Evangeline*, for Bishop Ridley & Company, in the ship building business for many years, but at length retired from that field of labor and purchased a farm on the Burnside Road, three miles from Victoria. He is now engaged in raising cattle, horses, hay and grain and in his agricultural pursuits is meeting with desirable and gratifying success.

Unto Mr. and Mrs. Sea have been born four children, all of whom are living, namely: Samuel, now a prominent merchant of Victoria; Elizabeth, the wife of John Turnbull; William Lovell, who is upon the farm with his father, and Alma, at home. Mr. Sea owns an excellent farm and pleasant home and he and his family have a wide circle of friends and acquaintances in Victoria and throughout the surrounding district. In politics he has always been a Liberal, but has never sought or desired office. The family are connected with the Church of England and Mr. Sea holds membership relations with the Independent Order of Odd Fellows and the Ancient Order of

United Workmen. Coming to the far west in early manhood he found here the business opportunities which he sought and which have led to his prosperity.

ALEXANDER EDWARD GARRETT.

Alexander Edward Garrett, a member of the law firm of Livingston & Garrett, is a recognized leader in community affairs in Vancouver, now filling the position of alderman, and his public-spiritedness and loyalty to the general good are manifest in tangible way through the aldermanic measures which he has instituted and supported, having direct bearing upon the substantial growth or improvement of the city.

Mr. Garrett was born in Hamilton, Ontario, on the 16th of September, 1870, and is of Irish and Scotch lineage. His father, John Garrett, was born in Belfast, Ireland, and in 1852, bidding adieu to the Emerald Isle, crossed the Atlantic to Hamilton, Ontario, where he was married to Miss Jessie Bell, a native of Glasgow, Scotland. He was a wholesale boot and shoe dealer in Hamilton throughout his entire business career. They were the parents of six children, of whom five are living. The father died in 1879 in the fifty-ninth year of his age and the mother departed this life in 1899, at the age of sixty-five years. Both were devoted members of the Presbyterian church, in which Mr. Garrett served as an elder, and their efforts contributed in substantial measure to the growth of the church and the extension of its influence.

Alexander Edward Garrett was educated in Upper Canada College in Toronto and in Germany, where he pursued a two years' course of study. His literary education having been completed he began preparation for the bar, and was graduated from the Toronto Law school, successfully passing his examinations in 1894. He then began the practice of his chosen profession in his native city in partnership with Stuart Livingston, with whom he is still associated. The firm of Livingston & Garrett was formed and after being together for a time they became favorably impressed with the bright prospects before the young city of Vancouver. Mr. Garrett visited British Columbia and was so pleased with the city and its prospects that in October, 1898, he and his partner removed to Vancouver and entered upon what has been a most successful and constantly growing law practice, their clientage being now of a distinctively representative character. They have been connected with much of the most important litigation tried in the courts of this locality and in argument have been found forceful and logical, while

as counselors they have displayed wise judgment and intimate knowledge of the principles of jurisprudence.

Mr. Garrett has always been a Conservative in politics and as the representative of that party was elected one of the aldermen of Vancouver in January, 1904. He has the honor of having polled the largest vote ever cast in ward No. 1. He was made one of the police commissioners and has taken a very active part in securing the introduction of various new methods designed to increase the efficiency of the Vancouver police force. He has also taken an active interest in their support and he loses no opportunity to favor every measure intended to make Vancouver the delightful city which it is today. He has displayed his faith in the city by making investment in realty here, and his co-operation can at all times be counted upon to foster any movement or further any measure calculated to benefit Vancouver.

In 1896 Mr. Garrett was made a member of the Masonic fraternity in his native city and was serving as senior deacon of his lodge at the time of his removal to Vancouver. He is now affiliated with Cascade lodge, No. 12, A. F. & A. M., being one of its worthy representatives. He is a young man of strong mentality and marked individuality and the strength of his purpose, his laudable ambition and his untiring diligence have secured for him a creditable position as a member of the bar, while his devotion to the general good has made him one of Vancouver's valued representatives.

WILLIAM BRAID.

William Braid, wholesale importer of teas, coffees, and spices, located in the Braid Granite Block on Hastings street in Vancouver, is a native of Edinburgh, Scotland, and a son of Andrew and Ivan (Davidson) Braid, both of whom were natives of Scotland. The father carried on merchandising in Edinburgh for many years and he reached the very venerable age of ninety years, passing away in 1896, while his wife, who died in 1887, was sixty-seven years of age at the time of her demise. They were the parents of eight children, six of whom are living.

The Braid family has no representative in British Columbia except William Braid of this review, who at the usual age became a public school student in Edinburgh. He remained a resident of his native land until 1874, when attracted by the business opportunities of the new world he bade adieu to friends and native country and sailed for Canada. He located at Hamilton, Ontario, and there entered the employ of the firm of Stewart & McPherson, where his ability won him recognition that resulted in promotion from time to time and eventually he became a partner in the firm. He was



yours truly
Jord Fraser

associated with these gentlemen for eighteen years, when severing his business connections in Ontario he came to the Pacific coast, finding the country here in a state of modern progressive development. He opened his wholesale house in this marvelous young metropolis of the west and established himself at his present location, building a fine granite business block fifty by eighty feet, five stories in height and basement. He is conducting business as a wholesale importer of teas, coffees and spices, and he has his building filled with these articles imported direct from the countries in which they are produced. His business has constantly grown until in extent it equals many a commercial enterprise of older cities. He employs sixteen men and sells his goods throughout the Northwest territory and as far east as Winnipeg. Braid's best coffee has a wide reputation as one of the most superior articles in that line on the market. He now has, in 1904, four hundred tons of coffee in stock and has the most modern plant in all Canada. He can roast a ton of coffee every hour. He has made a thorough study of the business, watches carefully the market and by selling good goods at reasonable prices he has secured a patronage which is indeed well merited. He is also president of the British Columbia Distillery Company and president of the Vancouver Vinegar Works, and thus he has extended his efforts into fields of activity which have proven of direct and permanent good to the northwest. Twelve years have come and gone since he arrived in Vancouver. The town was then comparatively in its infancy and throughout the intervening period he has been a prominent factor in the advancement of the commercial interests, upon which the growth and prosperity of village or city always depend. Widely known his life history cannot fail to prove of interest to his many friends, and it is therefore with pleasure that we present his record to our readers.

FRED FRASER.

Fred Fraser, whose career in the public service has made him well known in interior British Columbia, has been almost continuously a resident of Revelstoke for the past twenty years, during the entire history of that town, and for the last seven or eight years has given his broad usefulness and efficiency to the management of public offices of trust. Mr. Fraser has been a very busy individual since boyhood, taking up active, self-supporting duties as soon as school days were over, and with the passing years and increasing age his value to himself and to the community has kept pace and his public-spirited and enterprising citizenship is a constant and dependable factor of progress in this section of the province.

Born in Kent, England, February 13, 1860, Mr. Fraser suffered the loss at an early age of both parents, William and Sarah (Williams) Fraser, and when seven years old came out to Canada, in company with two aunts and an uncle. What few remaining years of irresponsible boyhood remained to him were spent in Quebec, where he attended public school and became acquainted with the essentials of industry and honest endeavor. After working for a short time on an Ontario farm, in 1879 he took up railroading and went out to Manitoba. He was employed in bridge construction until 1896, when the road on which he was working was completed. He had arrived and taken up his residence at Revelstoke in 1885, in which year the Canadian Pacific was completed to that point, and during the remainder of his railroading he was stationed here in charge of the bridge material. In 1897 he entered the public service, as mining recorder, and his efficiency has been so marked that numerous positions of trust have since been given him and his time is now entirely taken up with a multiplicity of public duties. At the present writing he holds the following offices: gold commissioner and government agent, assessor and collector, registrar of supreme court, stipendiary magistrate, clerk of the peace, registrar of deaths, births and marriages, assistant commissioner of lands and works, and inspector under the cattle act.

In 1884 Mr. Fraser married Miss Katherine Bennett, a daughter of Arthur Bennett, of Perth, Ontario. Nine children have been born to this happy union, named as follows: Sarah Edith, Mary Florence, William John, Cathleen, Claire, Beatrice, Fred, Jr., Arthur and Alexandra. Mr. Fraser affiliates with Kootenay Lodge No. 15, A. F. & A. M., and he and his family belong to the Church of England.

DAVID ROBERTSON.

The great lumber industry of the northwest has been one of the chief sources of wealth and prosperity of the country leading directly to its upbuilding and settlement. It is of this line of activity that David Robertson is a representative, being the senior member of the firm of Robertson & Hackett, manufacturers of lumber, shingles, doors and sash. Thus becoming an active factor in industrial circles it is imperative that consideration be given him in a history devoted to the representative men of the province and in an analyzation of his character there are found many elements worthy of high commendation and admiration, notably his strict perseverance, unflinching diligence and straightforward dealing.

Mr. Robertson is a native of Fife, Scotland, born on the 28th of March, 1850, and belongs to one of the old families of that land. His father, Alex-

ander Robertson, was born in the lowlands of Scotland and married Miss Jane Richie, also a native of that country. He was a millwright and in religious faith they were Presbyterians, their lives being characterized by industry and integrity so that they were held in high respect throughout the community in which they resided. The father died in the seventy-fifth year of his age, while his wife, surviving him for a short period, passed away about the same age.

David Robertson, having acquired his literary education in the schools of his native country, afterward prepared for life's practical and responsible duties by learning the carpenter's and joiner's trade. He was an apprentice for five years, receiving eighteen pence per week at the beginning of his term of indenture, and at its close being paid a salary of three shillings and six pence per week. He then began work as a journeyman and was for fifteen years in the employ of Robert Neill & Sons, large contractors and builders in Manchester, England. Desiring to do business on his own account, however, and believing the great west to be a better field because of its livelier competition and advancement more quickly secured, he started for Vancouver in 1888. This city was then just coming into prominence and was being talked about in the industrial and commercial world, many recognizing that it was destined for rapid growth and marvelous achievement. The place attracted Mr. Robertson, and while upon the voyage he formed the acquaintance of a fellow passenger, James W. Hackett. Each learning the intention of the other to become factors in the business life of Vancouver they entered into a partnership relation which has since been amicably continued and has resulted in mutual and gratifying profit. Upon their arrival in the then, as now, growing city they at once engaged in contracting and building, erecting the first block at the corner of Hastings and Rogers streets. He also erected the Montreal Bank Building and the Bank of British North America, together with many other of the fine business blocks of the city. Their building operations became so extensive that they were induced to procure a factory to facilitate their work as contractors and builders, having always at their command the supplies needed for interior finishings. They thus became the owners of the mill on Granville street, which they still own, and they have conducted their factory for the past nine years. It is located at the foot of Granville street on False creek and covers three blocks of land. Here they have a well equipped plant with a daily capacity of forty thousand feet of lumber and sixty thousand shingles every ten hours. They are also extensive manufacturers of sash, doors and all kinds of house finishing materials and their business has reached extensive proportions, so that Mr.

Robertson has achieved the success the hope of gaining which led him to the new world.

Mr. Robertson is past chief of the Sons of Scotland. He also belongs to the Society of St. Andrews and is its past president. He has the entire respect of the business community and the fact that the acquaintance formed between himself and his partner on the steamer has resulted in mutually pleasant business relations and the strongest friendship, speaks well of the ability and attractive personal qualities of each.

Mr. Hackett was born in Nova Scotia on the 19th of October, 1849, and there learned the carpenter's trade. He spent several years in Boston and other parts of the United States and since coming to Vancouver has been classed with its stalwart and reliable business men. He has also been interested and active in community affairs, has filled the office of city alderman for two terms and does all in his power to promote general progress, but has no desire for further political preferment. He is a member of the Board of Trade. He was married in 1890 to Miss Anna Rice, a native of Fredericton, New Brunswick, and they have two children: George Robertson and Elsie Madaline. They have a good residence and Mr. Robertson has made his home with them since the partnership was inaugurated. Mr. Robertson as a member of the Cascade lodge, A. F. & A. M. Mr. Hackett is also a member of the order.

GEORGE E. CATES.

George E. Cates, shipbuilder and the proprietor of the Cates shipyards and electric and marine railway which he established in 1896, was born in the state of Maine on the 6th of December, 1861. His father, Andrew J. Cates, also a native of Maine, was a lumberman and shipbuilder throughout his active business career. He still lives at the age of eighty years, while his wife is now in her seventy-fifth year. She bore the maiden name of Catherine Kelly, and is also a native of the Pine Tree state. Both are members of the Roman Catholic church. George E. Cates attended school for only a brief period, his education being largely acquired in the dear school of experience. He learned the shipbuilder's trade in New York city and when only nine years of age started out on his own account, since which time he has been entirely dependent upon his own labors. He certainly deserves great credit for the success which he has achieved and his life history contains many lessons that should serve as an incentive and source of inspiration to others. He was first employed on a schooner as cook. He occupied that position for three years and was then before the mast for two years. For

three years he worked at the shipbuilder's trade in New York, and during the latter part of his service as an apprentice was paid twenty-four dollars per week. He had been in the shipyard not more than a year when he was made foreman, a fact which indicates the rapidity with which he had mastered the business and his efficiency in the trade. He also displayed marked executive force and his capability won recognition in rapid promotions and he found in each transition stage of his business career opportunity for still further advancement. He continued at his business in Brooklyn, New York, until he came to Vancouver in 1896, the ill health of his wife causing his removal to the west. It was their intention to remain only three months, but she regained her health here and being pleased with the city and its prospects they decided to make Vancouver their permanent home.

Four years later, however, Mr. Cates was called upon to mourn the loss of his wife, who died from an attack of typhoid fever. They were married in 1880, her maiden name being Miss Margaret Grimason, and for ten years they traveled life's journey happily together. At her death she left one son: Adrian, who is now attending college in Westminster. In 1902 Mr. Cates was again married, wedding Mrs. Isabella McLellan. There are two sons and a daughter by this marriage.

Mr. Cates has met with very gratifying success in his shipbuilding in Vancouver. He built the steamship *Bretania*, a five hundred ton steamer, finishing her complete and launching her, and she is now a popular passenger steamer. He also built the steamships *Alice* and *Champion*, and in the past eight years his work has amounted to three hundred thousand dollars, while employment has been furnished to as high as one hundred and twenty-five men at a time. He has also built many large scows one hundred and sixty feet in length for the Klondike. He has an electric plant of his own of five hundred horse power and in six minutes he can haul a two hundred and fifty ton steamer on the ways. Since coming to Vancouver he has invested in city property and is now building a handsome and commodious residence.

Mr. Cates is a member of the Roman Catholic church, to which he renders large assistance by his liberal contributions. He is also interested in progressive measures for the city's benefit and his co-operation has been of value in promoting everything that has resulted in general good. Although a resident of Vancouver for but a comparatively brief period he has won for himself an honorable name and has acquired prosperity through intelligent industrial effort.

CHARLES ARTHUR WORSNOP.

Lieutenant Colonel Charles Arthur Worsnop, surveyor of customs of Vancouver and one of the early settlers of the city, having arrived here in 1887, has in the intervening years been an active participant in the splendid progress resulting in the phenomenal growth and upbuilding of the city. In military and civic life he has rendered valuable service to his country, making for himself a creditable record and is today a popular and prominent resident of Vancouver.

Colonel Worsnop was born in Lancashire, England, on the 18th of October, 1858, and is descended from an old English family of Anglo-Danish origin, but for many generations had been represented in England. His father, Charles Barnett Worsnop, was born in England, and for a long period was connected with the department of Science and Art in the South Kensington museum. He married Miss Martha Bellhouse, a native of England, and both were members of the Church of England. The father died in 1883 at the age of fifty-nine years, while his wife departed this life in 1888 at the age of fifty-five years.

Colonel Worsnop was educated in London and in connection with the museum of Science and Art went to Philadelphia in 1876, taking charge of an exhibit at the Centennial Exposition. Interested in the new world and pleased with its advantages and opportunities he continued a resident of Pennsylvania until October, 1881, in which year he went to Winnipeg, where he embarked in the real estate business, dealing in property for himself and for others. From friends in Vancouver he received very favorable reports concerning the outlook of the city and its possibilities and he decided to come to the Pacific coast and ally his fortune with the embryo metropolis. Here he became the city editor of the *Daily News Advertiser*, and entering the Dominion civil service he became connected with the Vancouver custom house on the 1st of October, 1889, and was afterward appointed by the Dominion government surveyor of customs. This office he has since filled most satisfactorily, discharging his duties with promptness and fidelity.

In 1881 Colonel Worsnop joined the Winnipeg Field Battery of Artillery and in November, 1883, upon the formation of the Ninetieth Battalion of Winnipeg Rifles he joined that organization as a lieutenant. In 1885 he was present with the regiment in the Northwest rebellion and participated in the engagement at Fish Creek and Batoche, also in the operations against Big Bear's band, and for his military service was awarded a medal and clasp. On the formation of garrison artillery at Vancouver in 1894 he was appointed



A. A. Brown

captain and subsequently major, and on the 28th of May, 1897, was promoted to the rank of lieutenant colonel commanding the Second Battalion of the Fifth Regiment of Garrison Artillery. On the 1st of July, 1889, the battalion was changed to the Sixth Regiment Duke of Connaught's Own Rifles, and on the end of his term of command he was transferred to the reserve of officers. During his continuance with the regiment he took a very great interest in its affairs and was a prominent factor in its growth, efficiency and prosperity, and such was his devotion to it during his early history that he justly earned the appellation of being the father of the regiment. He is held in high esteem by all its members and is yet very prominent and popular in military service.

On the 22d of October, 1878, Colonel Worsnop was united in marriage to Miss Mary Benson, a daughter of the late Colonel Benson, of Peterborough, Ontario. Colonel and Mrs. Worsnop had two sons, the elder, Charles Benson Worsnop, born August 5, 1879, is now a captain in the Duke of Connaught's Own Rifles. The second son, Lee Campbell, was born in February, 1881, and died on the 8th of September, 1899, in the eighteenth year of his age. Colonel Worsnop has throughout his residence in the British provinces of the new world given his undivided attention to his official duties and the affairs of the regiment exclusive of all other business interests. He and his wife are adherents of the faith of the Presbyterian church.

HUGH ARCHIBALD BROWN.

Hugh Archibald Brown, cigar manufacturer, former merchant, and one of the foremost public-spirited citizens of Revelstoke, has, in the course of the fifteen past years, left his impress on numerous affairs in this portion of the province and has accomplished much for the upbuilding and the permanent welfare of the town of his choice.

Mr. Brown is a Scotchman by birth and early rearing, and has shown the rugged qualities of his race during his business career. He was born in Dalry, Scotland, December 31, 1858, being a son of David and Elizabeth (Archibald) Brown, who are now both deceased. From attendance at the public schools and at Irving Academy he passed to more practical duties and learned the engineering business. For eight years he was manager of his father's paper-box factory in Scotland, and at an early age demonstrated his capacity to assume large responsibility in the direction of business enterprises. Coming out to Winnipeg in 1880, he was for the following three years engaged in mining in Ontario, from 1883 to 1886 was engaged in various enterprises at Winnipeg, and then went on a trip to the States

for one year. In 1887 he went to the coast and for the following twelve-month was located in that part of the province. In 1889 he entered the service of the Canadian Pacific Railway at Revelstoke, and has ever since been more or less closely identified with this town. He personally conducted a hotel for ten years, at the end of which time he leased it to other parties, but two days after resigning the enterprise the hotel was burned down. He then built a block of buildings which still form a substantial part of the town, and established a general merchandise store, which he conducted with much success until he turned it over to his son and started the cigar factory which he is still running and to which he gives much of his business attention. He is also interested in mining.

In 1890 Mr. Brown married Elizabeth Knowles, a widow, who had two children by a former marriage. Mr. Brown affiliates with Gold Range Lodge No. 26, Knights of Pythias, and with the Fraternal Order of Eagles. He is a Liberal in politics. In 1903 his fellow citizens elected him mayor of Revelstoke, and for four terms he served as president of the board of trade. He is lieutenant commander of Company No. 5, Rocky Mountain Rangers. His religious faith is Presbyterian.

HENRY JOHN CAMBIE.

Henry John Cambie, consulting engineer of the Canadian Pacific Railroad, with residence in Vancouver, was born in county Tipperary, Ireland, and is the only member of a family of three sons and three daughters in British Columbia. He is descended from Huguenot ancestry that has been represented in Ireland through three centuries. His parents were Charles and Jane (Disney) Cambie, also natives of the Emerald Isle, in which country they were reared and married. The year 1852 witnessed their emigration to the new world. Mr. Cambie was for some years in the civil service of Canada. He died in 1867, at the age of sixty-seven years, and his wife's death occurred when she was in her sixty-fourth year. They were members of the Church of England and were people of high character worth, enjoying the respect of all with whom they were associated.

Henry J. Cambie was educated in Leicester, England. He was born on the 25th of October, 1836, and was therefore about sixteen years of age at the time of the emigration of his parents to the new world. He entered upon his business career in connection with engineering under Walter Shanly, of the Grand Trunk Railway system, and remained in that work for seven years. He then served for three years as a land surveyor in Ontario, and in 1864-5 he made surveys and exhibits for the Intercolonial, and in 1866

he followed his profession of engineering in Pictou, Nova Scotia, in connection with the building of railroads for the coal mines. In 1867-8-9 he was engineer of the Windsor & Annapolis Railway in Nova Scotia; and from 1870 until 1873 he was in charge of works on the Intercolonial Road.

The year 1874 witnessed the arrival of Mr. Cambie in British Columbia. He came to take charge of a line from Nanaimo to Esquimault, which was offered to the province of British Columbia by Mr. Edgar as the representative of the McKenzie government. The offer, however, was refused by Mr. Walkem, then premier of the province. Mr. Cambie, in 1874-5, was engaged in the survey of the mainland of British Columbia to select a route for the Canadian Pacific Railroad, and from 1876 until 1879 he had charge of all the surveys in the province, and from 1880 until 1883 was in charge of the work of construction through the Fraser river cañons. His next work, 1884-5, was the superintendence of the construction for the railway company from Savona's Ferry to Shuswap lake; while from 1886 until 1902 he was engineer of the Pacific division of the Canadian Pacific Railroad. Since 1903 he has been retained in the company's service as consulting engineer on the main line from the summit of the Rockies westward and south from Kootenay lake. While engaged on the intercolonial and on the surveys of the Canadian Pacific Railroad, he worked under Sir Sandford Fleming, K. C. M. G.

While in Nova Scotia, Mr. Cambie was happily married to Miss Helen E. Fay, a daughter of John B. Fay, of Halifax, and five children have been born unto them: Elizabeth M., now the wife of Hon. R. T. Tatlow, minister of finance for the province; Helen M.; Henry B., who is in the Bank of Montreal; Ida J.; and Geraldine F. The family is one held in high esteem in Vancouver, where they have hosts of warm friends. They are members of the Church of England. Mr. Cambie holds membership in Cascade lodge, A. F. & A. M. His life work has been of an important character, for no other single line of endeavor has such direct and important bearing upon the settlement and improvement of any locality as railroad construction, whereby a district is brought into direct communication with the outside world, furnishing a market as well as a source of supply. In this direction Mr. Cambie has rendered signal service to his fellowmen, especially in British Columbia, and he has now a comfortable home in Vancouver in which to spend the evening of life, when he shall have put aside its more active business cares and arduous responsibilities.

CHARLES A. GODSON.

The development of Vancouver has been so rapid as to partake almost of the nature of the marvelous. Within a few years it has emerged from small beginnings to metropolitan proportions through the establishment of large commercial and industrial enterprises and thus her real founders and builders are those who have inaugurated and controlled her business interests. To this class belongs Charles A. Godson, a member of the firm of Robertson, Godson Company, Limited, of Vancouver, connected with the James Robertson Company, Limited, of Montreal, Toronto, St. John and Winnipeg, manufacturing lead pipe, brass goods, etc., and dealers in metals, iron pipe, plumbers' supplies, etc. This firm is the largest of its kind in Canada.

Mr. Godson is a native of Toronto, Canada, born on the 14th of May, 1868. He is descended from loyalists of English ancestry. His father, Thomas Godson, was born in Cambridge, England, and married Miss Margaret Hutty, a native of Canada. He has been connected with the wholesale business for many years, and still takes an active interest. Both he and his wife hold membership in the Church of England.

The only member of their family in British Columbia is Charles A. Godson, who was educated in Toronto, and in 1889 came to British Columbia, passing through Vancouver and settling at Victoria. There he engaged in the commission business as manufacturers' agent and dealer in other branches of hardware. In 1898, however, he returned to Vancouver, to establish the James Robertson Company, Limited, a branch of the Montreal house, and this business he conducted until it was merged into that of the present company. In this undertaking he has met with most gratifying success and is now in control of the largest enterprise of the character in the province of British Columbia and west of Toronto. He devotes all of his attention to this business, having no other commercial or industrial interests and his close application, unfaltering energy, keen discrimination and foresight have been the salient features in the prosperity which has attended it.

In 1900 Mr. Godson was united in marriage to Miss Annetta May Seabrook, a daughter of Rhodes Seabrook, vice-president of the R. P. Rithet Company, Limited, of Victoria. Mr. and Mrs. Godson hold membership with the Church of England and he is a member of the Independent Order of Odd Fellows. He is connected with the Vancouver board of trade and takes an active interest in promoting the welfare and upbuilding of Van-

couver and the province. His business career has been notable for its success and the straightforward methods he has followed, and illustrates clearly the possibilities and opportunities which the province offers to her citizens.

JOHN HOWE CARLISLE.

Perhaps no representative of the official service of Vancouver is more entitled to the trust, respect and confidence of his fellow townsmen than is John Howe Carlisle, chief of the fire department. He arrived in this city in 1886, just before the great fire which completely destroyed the little town. A forest fire occurred, sweeping down upon the embryo metropolis and all of the efforts of the few inhabitants were unable to check it, so that only one building was left standing. Mr. Carlisle, therefore, has witnessed the entire development and growth of the present city, taking just pride in what has been accomplished and contributing his full share to the general improvement. He is a native of Alberta county, New Brunswick, born on the 4th of November, 1857, and is of Scotch and Irish ancestry. His father, Theodore Carlisle, was a native of Canada, while his grandfather, William Carlisle, was born in Scotland, and emigrated to New Brunswick at a very early day, settling on a tract of land in Alberta county, which he developed into a good farm. He was of Scotch Presbyterian faith and was a worthy resident of his community, actively associated with its material development and moral progress.

Theodore Carlisle, born on the family homestead in Canada, devoted his entire life to agricultural pursuits, residing for many years in Nova Scotia. He married Miss Jane Russell, a native of Truro, Nova Scotia, and a descendant of the Howe family, long residents of America. Mr. Carlisle died in his sixtieth year, while his wife survived and passed away in the seventy-eighth year of her age. They held membership in the Baptist church, their lives being in consistent harmony with their professions. They were the parents of nine children, four of whom are living.

John Howe Carlisle, the only member of the family in British Columbia, was educated in Hillboro, Alberta county, and was reared upon his father's farm, early becoming familiar with the duties and labors that fall to the lot of the agriculturist. He continued to reside under the parental roof until he came to Vancouver and the entire period of his manhood has been passed in this city, which Phoenix-like, has risen from the ashes of the fire that almost entirely swept it out in 1886. He has been always deeply interested in what has been accomplished here for permanent improvement and substantial development, and his aid and co-operation could always be counted

upon for the support and championship of progressive measures. For three years he was engaged in trucking having his own team. In May, 1886, the volunteer fire department was organized and Mr. Carlisle became one of its original members, being connected with the hose department. In January, 1887, he was made chief and has since ably filled this position. With the growth of the city he has wrought a revolution in the fire department of Vancouver, keeping in touch with the progressive spirit of the times and introducing every modern device, the practical value and utility of which has been proven in fighting the flames. In 1889 there was in the company eight full paid men and twelve call men. They now have thirty-five full paid men and the equipment comprises two engines, one a first class water engine, the other a third class Ronald engine. There is a seventy-five foot aerial truck and a village truck, three two-horse hose wagons, two chemical two-horse wagons, two combined two-horse hose and chemical wagons, fifteen fire halls distributed over the city in convenient localities, No. 2 being the principal one. It is located at No. 554 Seymour street, and was built and equipped at a cost of thirty-five thousand dollars. It is a modern structure, one of the best of its class on the Pacific coast and, indeed, is said to be the best fire hall in Canada, being supplied with every necessary convenience. Mr. Carlisle deserves much credit for the planning of this splendid department. He has taken much pains to inform himself on the subject of fire halls and everything in connection with fire departments, and Vancouver has today a fire department which has been developed under his management until the protection of the city from fire is as near perfect as could be obtained. The fire department has had to fight several large conflagrations, and has in all cases shown its marked ability to cope with the fire fiend, its men acquitting themselves with credit. He is calm and fearless in the face of danger, being thus enabled to direct the efforts of his men to the best advantage and to determine with marked celerity of action upon the best course to pursue.

In 1891 Mr. Carlisle was married to Miss Laura McCrae, who was born in Alberta county, New Brunswick, of Scotch ancestry. Their home has been blessed with seven children, all born in Vancouver, British Columbia. These are Dora Maria, Frank Russell, Ethel Jane, Keneth W., Walter, Ella and Verona. They have a nice residence at No. 1237 Robson street and they are members of the Baptist church, in which he is a trustee. He likewise belongs to Acacia lodge, A. F. & A. M., and Vancouver chapter, R. A. M., and enjoys the highest regard of his brethren of the craft. His splendid service in the connection with the fire department covering seventeen years as chief has made him one of the representative men of Vancouver.



John. Abrahamson

JOHN ABRAHAMSON.

John Abrahamson, hotel proprietor and business man at Revelstoke and Trout Lake, has been identified with the interests of interior British Columbia for some twenty years, and is one of the best known, as well as one of the most successful, citizens of this part of the province. He is a hardy, energetic, first class business man and a public-spirited citizen, and is esteemed for his rugged honesty and personal worth. Having made his own way in the world since he was twelve or thirteen years old, he knows the meaning of self-help and personal application, and he has attained an honorable position in life by his own diligence and persevering efforts.

Mr. Abrahamson is a native of Sweden, and has no doubt inherited much of his virility of character from his native race. Born near Venersborg, December 20, 1854, he was a son of Abraham and Christine (Anderson) Abrahamson. His father is living in Revelstoke, but his mother is deceased. After an education in the public schools of Sweden, from which he received his certificate when twelve years old, he joined two of his brothers and went into the stone-cutting and bridge-building business, which he followed for eight years as a workman. He and his brothers, Charles and Andrew, then began contracting in the same line. In 1880 he came to the United States and after a short stay in Chicago went to Minneapolis, where he was foreman in a mine. He took a contract for grading on the Canadian Pacific Railway at Winnipeg, and, continuing this business as the road was gradually extended westward, he finally reached the town of Revelstoke in 1885, at which place he made what has proved to be his permanent location. He started a hotel in this town with his brothers, Charles, Andrew and Noah, and in 1891, when they opened at Trout Lake, Andrew and Noah took over the management of "The Queens" at that city, while John and Charles remained at Revelstoke, the brothers conducting the business in partnership, John being the manager of the firm, and has followed that line of activity ever since. In 1891 he and his brother built a hotel at Trout Lake City, on the north end of Trout Lake, and they now conduct hotels at both places, the Central in Revelstoke and the Queen at Trout Lake. Prior to building the latter hostelry they had taken up the land where Trout Lake City now stands, and there laid out the townsite, since which time they have been actively identified with promoting the growth and prosperity of that town and have the satisfaction of seeing their plans maturing very successfully. They own the land adjoining the townsite, and are also largely interested in mining in that locality. The Central Hotel is one of the finest public houses in interior British Colum-

bia, being one hundred and ninety by one hundred and twenty feet in dimensions and three stories high, is well furnished and equipped with modern conveniences, and has been conducted along such liberal and up-to-date lines that it has been a credit to the town and served as the best advertisement abroad which Revelstoke could maintain.

Mr. Abrahamson has been closely identified with social and public affairs. He affiliates with Gold Range Lodge No. 26, Knights of Pythias, and with Revelstoke Aerie No. 432, of the Fraternal Order of Eagles. A Liberal in politics and president of the local Liberal Association, he has served as councilman of Revelstoke since its incorporation as a town in 1897, with the exception of two terms when he refused to run, and in 1900 he was appointed to the office of mayor, to fill the unexpired term of R. S. Smith.

ALFRED WALLACE.

Alfred Wallace, the leading representative of the ship-building interests in Vancouver, was born in Davenport, England, on the 11th of December, 1866, and is descended from Scotch and English ancestry. His father, Samuel T. Wallace, also a native of England, was born in 1840, and has been engaged in the ship-building industry throughout his entire business career. He married Miss Jane Pope, who was born in 1843, and they are residents of Brixham, England. They hold membership with the Church of England and Mr. Wallace is prominent in his community, both socially and in business circles.

Alfred Wallace, reared under the parental roof, acquired his education in the public schools and afterward learned the ship-builder's trade under the direction of his father, following that pursuit in England for seven years prior to his removal to the far west. He crossed the water to Canada in 1889 and spent three years in Owensound, while the year 1890 witnessed his arrival in Vancouver. The city was then very insignificant compared with its present splendid proportions and modern improvements.

Since his arrival in Vancouver the success which has attended the efforts of Mr. Wallace has been uniform and rapid and he has had no occasion to regret his determination to establish his home here. As a ship-builder he is well known. His yards are located in Vancouver at the foot of the Granville street bridge on False creek and he established his business at its present location in 1890 and has since had a large patronage in this line. In fact, he is recognized as the most important representative of ship-building interests in Vancouver. He was the builder of the steamer *Albion*, also the D. G. cruiser *Kestrel* and the *St. George*, the North Vancouver

ferryboat and many others. He has built on an average of two hundred and thirty fishing boats annually for eight consecutive years, and in 1903 over four hundred and thirty, each boat costing about one hundred and ten dollars and such are his facilities for turning out work that he has completed fishing boats in two hours. He has a marine way in which he can take out two hundred and fifty tons dead weight in displacement. His work being of substantial character has secured him a large trade and the honorable business methods which he has followed has led patrons to recommend him to others and thus the volume of his business has steadily grown.

In 1886 occurred the marriage of Mr. Wallace and Miss Eliza Eugene Underhill, a native of London, England. They have two children: Clarence and Herbert Alfred. They are members of the Methodist church and Mr. Wallace belongs to the Western Star Lodge, I. O. O. F., and is a prominent Mason, holding membership in Mount Herman Lodge, A. F. & A. M., of which he is now senior deacon; in the Royal Arch chapter; and in the Lodge of Perfection, having attained the fourteenth degree of the Scottish Rite. He has a good residence in Vancouver and the name and place which he has made for himself in business circles are such which he may be justly proud.

JOHN HENRY ASHWELL.

John Henry Ashwell, a prosperous and well known merchant of Chilliwack, is a native son of British Columbia and during an active business career of something like twenty years has become one of the leading men of his town and district, known for his executive ability, his solid integrity and his public-spirited citizenship. He belongs to a family that has achieved much in the commercial affairs of New Westminster district, and his father, George Randall Ashwell, an extended sketch of whom appears elsewhere in this work, has long been prominent in the affairs of the Chilliwack valley.

Mr. Ashwell was born in the city of New Westminster, October 5, 1868, and when five years old accompanied his parents on their removal to Chilliwack. Completing the grammar school course, at the age of eleven he passed the second highest examination for high school in the province, two being tied for the second place. He continued his education in the Columbian Methodist College in New Westminster, where he took the full course and graduated at the age of eighteen. He then entered his father's store at the river landing near Chilliwack, and learned all the details of the business. In 1887 the business was moved into Chilliwack and the property purchased where the new store now stands, and since then the son has

assumed full management of the concern and built it up to the highest measure of commercial success. There is carried a stock valued at twenty-five thousand dollars, and the trade extends throughout the valley, with branches at Sardis and Rosedale. The store building covers a space one hundred by forty-six feet, is two stories high, and has steel sidings. There are two warehouses for the reserve stock, and a most complete and well selected line of general merchandise can be found in the various departments.

Mr. Ashwell has taken a leading part in affairs pertaining to the social and public welfare of his community. He is secretary of Ionic Lodge No. 19, A. F. & A. M., and is past grand of Excelsior Lodge No. 7, I. O. O. F. He is president of the local board of trade, and is postmaster at Sardis. He and his family are Methodists. He was married December 15, 1892, to Miss Emma Maria Vickerson, a daughter of Edward Vickerson, formerly of Dundas, Ireland, now deceased. Three children have been born of this happy union, namely, Ewart Leslie, Iris and Sibyl.

MILTON FLETCHER GILLANDERS.

Milton Fletcher Gillanders, known throughout the Chilliwack as one of the most progressive and prosperous farmers of that region, was a pioneer agricultural settler of his locality, and during thirty years of capable and enterprising activity has gained an assured place in the industrial and civic affairs of his community, and is universally respected and honored for the integrity and worth of his personal character and for his usefulness in every department of life where his energies are directed.

He was born in Northumberland county, Ontario, in September, 1859, being a son of Donald and Margaret (Dawson) Gillanders, the former deceased, and the mother being a resident of Chilliwack. His education in the public schools of his native county alternated with work and rugged training on the home farm, and in 1873 he left home and came west to British Columbia. In the same year he located in Chilliwack valley, where he bought land from the government, there being comparatively few settlers in the neighborhood at the time. He now owns one hundred and eighty acres, all of which is under cultivation, and his successful operations are directed to general farming, stock-raising and dairying. It is generally conceded that he has one of the best farms in the valley, and it has gained this reputation through his own progressive and thrifty enterprise in managing all his affairs on a profitable and up-to-date basis. The ranch is located about four miles from Chilliwack, and is a model in appearance as well as



G. A. Knick

in productivity and value. In stock-raising he makes a specialty of the Oxford Down sheep. Mr. Gillanders is held in high esteem among his fellow agriculturists, and at the present writing is serving as president of the Farmers' Institute.

Mr. Gillanders was married in 1888 to Miss Matilda Maud Corry, a daughter of William Corry, of Ontario. Their three children are Alvin, Leah and Verna. Mr. Gillanders is a Conservative in politics, and he and his wife are Methodists.

GEORGE ALAN KIRK.

George Alan Kirk is managing director and a stockholder in the large and well known wholesale firm of Turner, Beeton and Company, Limited, one of the most prosperous and extensive houses in the wholesale district of the city of Victoria. This company are large importers of dry goods, and also manufacture overalls and miners' clothing. This is also one of the oldest commercial houses in the city, having been established in 1863, and it has had a continuous and prosperous existence for over forty years. Incorporation was effected in 1902, the incorporators being Messrs. John Herbert Turner, R. A. L. Kirk, George Alan Kirk, H. B. Thompson and Percy Criddle. The trade of Turner, Beeton and Company extends throughout British Columbia and the entire Northwest Territory and the Yukon district. The stockholders are all Englishmen, and Mr. J. H. Turner and Mr. R. A. L. Kirk still reside in the old country and give their personal attention to the purchase of the goods to be imported to this firm. The personnel of the firm is of the highest character and financial standing, and the business has been directed in such honorable and trustworthy manner as to deserve all the excellent prosperity which has been its lot.

Mr. George A. Kirk was born in Dover, England, March 8, 1870. He is of Scotch-Irish and English ancestry, and the Kirks are of old and honored Highland stock. His grandfather was Captain Robert Kirk, who was captain in the Seventieth Regiment and part of his service was spent in Canada. Mr. Kirk's father was Colonel James B. Kirk, also an officer in the British army, in the Ninety-first Argyle and Sutherland Highlanders, and as lieutenant of the Ninety-sixth Regiment was quartered in eastern Canada. His wife was a Miss Durant, a native of England, and they were the parents of five children.

Mr. Kirk is the only member of the family in British Columbia. He, like his father and grandfather, received military training. He spent six years in the royal navy, and during that time was on the Pacific coast, in the

West Indies, in the Baltic and the English channel. He then entered the office of Grout and Company, silk crepe manufacturers in London, and was later connected with the office of H. C. Bateman and Company of London. In 1902 he came out to Victoria to take an interest in the Turner, Beeton and Company, and he has since been their efficient managing director, and is responsible for much of the present success of the firm.

September 3, 1903, Mr. Kirk was happily married in Victoria to Miss Elizabeth Georgina Harvey, who is a granddaughter of Mrs. Robert Duns-muir. Mr. and Mrs. Kirk adhere to the faith of the Church of England, and he is an active member of the Victoria board of trade and is always alert to the highest welfare and progress of his adopted city.

DAVID R. KER.

David R. Ker, one of the more prominent and successful business men of British Columbia, is a native son of Victoria. He was born October 2, 1862, and is of Scotch ancestry, his parents, Robert and Jessie (Russell) Ker, being natives of Scotland. They were reared, educated and married in that country and in 1859 Robert Ker came to Victoria by way of the Panama route, wishing to view the country and form for himself an opinion of the future possibilities of the country. Satisfied that it had a good business opening and that a bright future was before it, Mr. Ker sent for his wife in 1861 and she also came by the Panama route to join her husband in the new world. It was his intention to go to the mines in search of gold but he abandoned that plan on receiving an appointment with the Crown Colony in the treasury department, where he rendered such satisfactory service that he was made auditor under the dominion government. He continued in that position until his death, which occurred February 12, 1879. In religious faith he was an Episcopalian and ere leaving his native land he had been made a member of the Masonic fraternity. His faithful wife, who shared with him in the pioneer experiences of the northwest, still survives him. They were the parents of four sons, two in Vancouver and two in Victoria, namely: Robert James, who is secretary of the British Columbia Packers Association; Thomas Arnot, who is manager of the B. & K. mill in Victoria; Walter Henry, who has charge of the large business of the house in Vancouver; and David R.

The last named, profiting by the system of public instruction in Victoria, later attended the College School here, his brothers also being students with him. He prepared himself for a mercantile career but decided to learn the milling business and for that purpose worked several years in different

mills in Victoria and in San Francisco, in order to gain practical knowledge of the business in every detail. From the latter city he returned to Victoria and entered into partnership with Mr. Brackman, who was the founder of the mill and business at Saanich. The business continued to increase under the joint management and control of Messrs. Ker and Brackman and in 1886 they opened the warehouses and offices in Victoria, which has since been a center of their trade, Mr. Ker taking full charge of the business here. He has since developed a trade which in extent and importance exceeds any enterprise of the kind in the province and in the northwest. The "B. & K." manufactured by the house, is the leading brand of rolled oats in the northwest, and many other kinds of breakfast food are manufactured and find a ready sale on the market throughout the province and as far east as Winnipeg. The sales have increased until the annual business, once represented by the sum of twenty-four thousand dollars, has reached over one million dollars each year. After the death of Mr. Brackman Mr. Ker became the principal owner of the business to which he is devoting his entire attention and he has the reputation of being one of Victoria's most successful business men.

On the 12th of June, 1894, Mr. Ker was united in marriage to Miss Laura Agnes Heisterman, a native of Victoria and a daughter of Henry T. Heisterman, now deceased, who was one of the distinguished pioneers of this city. Their union has been blessed with two sons and a daughter, all born in Victoria, the birthplace of their parents. In order of birth they are Robert Henry Brackman, Bernard Russell and Laura Dabida. The Ker home is one of the delightful residences of Victoria. Mr. and Mrs. Ker are communicants of the Episcopal church and Mr. Ker is a Royal Arch Mason. In politics he is conservative. He belongs to the board of trade of Victoria and he takes a deep interest in and renders substantial aid to every enterprise intended to promote the welfare or promote the permanent improvement of his native city. Honored and respected by all there is no man who occupies a more enviable position in business circles than Mr. Ker, not alone because of the large success he has achieved but also by reason of the straightforward methods and commendable business policy he has ever followed.

THORNTON FELL.

Thornton Fell, a prominent representative of the British Columbia bar, and an alderman of his home city of Victoria and clerk of the Legislative Assembly, has been a public-spirited man of affairs and a well known citizen of Victoria throughout his active career, and, because of his own success and

the conspicuous part taken by his father in the public and business life of the province, the Fell family has for many years maintained a high position in social and business circles.

Mr. Thornton Fell was born in Chester, England, in 1855. His father, the late James Fell, was born at Muncaster Head, Cumberland county, England, October 13, 1821, and was educated at his native place. Later he engaged in business in London and Liverpool in the wholesale tea trade. He was married in England to Miss Sarah Thornton. In 1862, accompanied by his eldest son, Fred Fell, he came out by way of the Panama route to British Columbia, and the two went to the gold fields of the Cariboo district, where they prospected and located a number of claims, but had only moderate success in this undertaking. They then went to Victoria and in partnership with Mr. John Finlayson opened a tea, spice and coffee business. This met with immediate and continued success, and in time a full stock of groceries was added, and the business thus established has ever since been conducted in the city, the firm name now being Fell and Company.

Mr. James Fell died in 1890, being then in his sixty-ninth year. He was prominent in many other ways than by his connection with the city's commercial interests. He had fraternal relations with the Independent Order of Odd Fellows. His interest in public affairs and government policies made him an influential figure throughout his career. He took a firm stand for responsible government and confederation with the Dominion when that movement was uppermost in Canadian politics, and he was always a strong and uncompromising free trader. In 1882 he stood as a candidate for the house of commons, but was defeated. In 1886 he was elected mayor of Victoria, and re-elected in 1887, and gave the fullest satisfaction in the administration of the city's affairs and is remembered as one of the most capable executives the city has ever had. Educational affairs also found in him an able worker for advancement, and for fourteen years he served as a member of the school board. He helped organize the Mechanics' Institute, and was one of its trustees. He was a trustee of the Jubilee Hospital, was a member of the Pioneer Society and of St. George's Society, was president of the British Columbia Benevolent Society, of which he was one of the founders, and was in all matters of life a broad and generous character, benevolent in disposition and liberal with means and efforts toward the betterment of humanity and its institutions. He was a member of the Congregational church. His good wife died in England before she could join her family in the new world.

Mr. Thornton Fell continued to live in the English home until 1870.

when he came out to join his father, making the long and rough passage around Cape Horn when he was but fifteen years old. He finished his education in Victoria, and then read law with the late Judge A. R. Robertson and with Edwin Johnson, K. C., and was admitted to the bar in 1881, since which year he has successfully carried on a large practice. He gives most of his attention to probate matters, real estate, company and commercial law. He has been clerk of the Legislative Assembly, also law clerk, for the past twenty-five years, and he has filled every position in life in an honorable and capable manner.

In 1882 he was married to Miss Jessie Reid, who was born in Oldham, Lancashire, England, a daughter of Rev. John Reid. This union was blessed with two children, Edith and Ruby, who were bereaved of their beloved mother in 1895. In 1899 Mr. Fell was united in marriage with Miss Elizabeth Forin, daughter of John Forin, Sr., of Belleville, Ontario. The family are Presbyterians, and Mr. Fell is an elder in the First Presbyterian church of the city. He is also a member of the Independent Order of Odd Fellows.

JOHN WILLIAM BLAND.

John William Bland, a veterinary surgeon and quarantine inspector for New Zealand, Australia and the Dominion port of Vancouver, is a native of Toronto, Canada, his birth having occurred in the family home on the Gore road on the 4th of April, 1852. He is descended from the English nobility, the ancestry of the family being traced back in the mother country to the fifteenth century. There have been many prominent representatives of the name in England, Canada and the United States, Senator Bland, of Missouri, being of this family. He is the author of the Bland silver bill and the champion of the cause of silver in the United States senate. In England the family won social prominence and representatives of the name were knighted and had a coat of arms.

George Bland, father of John W. Bland, was born in England, as was also the grandfather, John Bland, who emigrated with his family to Toronto in 1830, settling in Peel, Canada. He obtained seven hundred acres of land, which he improved and which is still in possession of his descendants. George Bland was reared in Canada and after arriving at years of maturity wedded Miss Jane Elizabeth Dobson, a native of Toronto, and a daughter of William Dobson, a pioneer settler of Toronto, who came to the new world from Yorkshire, England, and was a leading and influential citizen in the early days of Toronto's development, assisting in the promotion of movements

and measures that resulted in forming the early history of the city. The Church of England services were held in his log house in pioneer times and this structure is still preserved in the city as a historic landmark. The members of the family were all very prominent Church of England people. Mr. Bland's father died in the sixtieth year of his age and his wife, still surviving him, is now in her sixty-fifth year, residing upon the old homestead in Toronto. They were the parents of eight children, of whom six are now living; John William Bland being the only one who has left the home neighborhood.

Educated in the public schools, John William Bland afterward attended the Toronto Veterinary College and later served in the northwest mounted police for four and a half years. He then engaged in the practice of his profession in Calgary in the Northwest Territory, where he remained for two years, after which he went to Berlin, Germany, and took a post-graduate course. He then returned to London, England, and pursued a course of lectures in that city prior to joining his wife's people in Dublin, Ireland. Later he was at Edinburg, Scotland, then returned to Dublin, and subsequently again went to Toronto, Canada. Not long afterward he entered upon the practice of veterinary surgery at Millbrook and was appointed veterinary to the Prince of Wales Dragoons. He remained at that place for a year and in 1894 came to Vancouver, taking up his residence in this city. Here he began practice and was soon afterward appointed to his present office as veterinary surgeon and quarantine inspector for New Zealand, Australia and the Dominion port of Vancouver. He is recognized as the most highly educated and proficient veterinary surgeon in British Columbia or the northwest. It is his duty to inspect animals of all descriptions being shipped from Vancouver to foreign ports to see that they are free from disease, and for these services he receives fees that are regulated by law.

In 1891 Mr. Bland was married to Miss Annie Isabel Creagh, who was born in Listowel, county Kerry, Ireland, a daughter of John Creagh, who was descended from one of the prominent families of that country, tracing their ancestry back to one of the kings of Ireland. Sir George Owens, a granduncle of Mrs. Bland, was Lord Mayor of Dublin in 1876. She is also descended from Arch Deacon Palmer. Unto Mr. and Mrs. Bland has been born a son, Percival Newcombe. The parents hold membership in the Church of England, and Mr. Bland is a member of the Masonic fraternity. A gentleman of scholarly attainments and broad general culture, his knowledge being largely promoted through travel abroad, Mr. Bland is recognized



J. G. Mann

as a congenial companion and one whose genuine personal worth has enabled him to take a firm hold upon the affections and confidence of those with whom he has been associated.

JAMES GOODFELLOW MANN.

James Goodfellow Mann, a pioneer citizen and business man of Victoria, made his arrival at Esquimalt on May 7, 1862, and during the succeeding forty odd years has been capably and successfully connected with the best interests of this province. Mr. Mann has spent a varied career in this part of the Northwest, has known disappointment and hardship, but personal failure has never come near his life, for from every discouragement or setback in the affairs of business he has recovered and continued to advance until his latter years show a substantial accumulation of world's goods as well as the high esteem that noble manhood and integrity of character always win.

Mr. Mann is a native of the south of Scotland, where he was born July 7, 1841, and his Scotch parentage and ancestry were not the least of his excellent heritage from nature. His father, Andrew Mann, was born in Scotland, where he married Miss Magdala Graham, a native of his own locality. They had eleven children, four of whom are living at this writing. The father's death was caused by an accident when he was in his fiftieth year, but his wife lived to be seventy-eight years old. He is buried in Scotland, and her resting place is at Victoria. The parents followed farming, and were consistent members of the Presbyterian church.

Mr. Mann was educated at Selkirk. He remained in his native country until he was grown and at the age of twenty-one started out for the Pacific coast, where he hoped to find his fortune. Sailing from Liverpool to New York, thence by the Isthmus of Panama to San Francisco, shortly after his arrival at Victoria he went to the mines of the Cariboo region, and for the following eight years did prospecting and gold mining. He also engaged in his trade of carpenter, in which he had become an accomplished workman while a resident of the old country, and this furnished him a reliable source of livelihood during his mining career. He did considerable contracting and building in the Cariboo region. On leaving there he went to Portland, Oregon, where he followed his trade for a time, and then returned to Victoria. Here he and Mr. James Muirhead formed a firm known for many years as Muirhead and Mann, which engaged in sawmilling and in the manufacture of all kinds of house material. They were extensive building contractors, and many of the fine houses of the city were erected by them. They placed the

wood finishings in a number of the steamers built at Victoria, and also did all the carpentry work in the splendid capitol building of the province at Victoria, a structure which is not only a credit to the people of British Columbia but also to its builders. They also constructed the penitentiary at New Westminster, and all their undertakings were uniformly successful. Their one great business reverse was suffered on March 11, 1879, when their property was consumed by fire, and not a dollar's insurance covered the total loss. Three months later, however, they had rebuilt and resumed business at the full normal capacity. The firm's reputation for business integrity and reliability was so general that they experienced no difficulty in securing the needed backing for a renewal of their enterprises.

Just five days before this destructive fire occurred an event which was compensatory for all the shocks and misfortunes that the future might bring. On the 6th of March, 1879, Mr. Mann was happily married to Miss Celina Brotherton, who was born in Manchester, England. They have since worked faithfully together in the affairs of life, and their co-operation and mutual assistance have gained them a liberal competence for the declining period of their lives. In 1884 they built their present commodious and attractive home at 33 Bridge street, and all the trees, flowers and shrubs which surround and adorn the residence were planted by themselves, and in this desirable home they find their greatest joys and contentment. Mrs. Mann came out from England when a child, and spent her early years in Nashville, Tennessee, and Louisville, Kentucky, and in 1865 moved to Portland, Oregon. Their marriage occurred at Port Townsend, and during the twenty-five years of their united lives they have become the parents of four children, only one of whom, James Thomas, survives.

Mr. Mann was one of the organizers of the first Presbyterian church in Victoria, and in the actual work of building constructed the pulpit and also raised and hung the bell. This structure was erected in the fall of 1862. He has since been one of the staunchest supporters of this denomination. Mrs. Mann was reared in the Episcopal church, but since her marriage has attended church with her husband and has come to love both the church and its people, so that she has been able to say to her husband "Thy people shall be my people, and thy God my God," as did Ruth of old. Mr. and Mrs. Mann are held in high esteem in the social circles of the city, and have hosts of friends. Mr. Mann has sold out his business interests to his partner, and is now living a retired life with a freedom from cares such as a career of worthy and conscientious efforts deserves.

COLONEL GRIFFITHS WAINEWRIGHT.

Lieutenant Colonel Griffiths Wainewright, who has spent a long and useful life in the service of his country, is now living retired, residing at No. 1100 Seaton street, Vancouver. A native of London, England, he was born on the 16th of January, 1828, and is of English descent, the family having been represented in that country through many generations. His father, Thomas G. Wainewright, was born in England, became a cornet of the Seventh Dragoon Guards and later in life was engaged in literary work. He married Miss Cooper Ward, of a Sussex family on the paternal side. She was descended from the Griffiths. Colonel Wainewright's great-grandfather, Dr. Ralph Griffiths, LL. D., of Dartmouth College, New Hampshire, was of considerable literary note in his day. Thomas G. Wainewright was born in 1798 and died in 1832 at the age of thirty-four years, while his wife, who was born in 1800, died in 1863. They were members of the Church of England.

Colonel Wainewright, their only child, was educated in Oxfordshire and at Egham, Surrey, and in 1842 entered the British navy, but left it in 1848 in order to accept an appointment in the civil service in Melbourne, Australia, spending five years there as chief clerk in the chief secretary's office. He was afterward appointed lieutenant in the Victoria Artillery and in 1856 he returned to England.

On the 16th of May, 1857, Colonel Wainewright was happily married to Mrs. Mary Maitland, a daughter of the Rev. W. W. Pym, rector of Willian, Hertfordshire, and widow of Lieutenant John Maitland, R. N. Following his marriage he crossed the Atlantic with his bride to Canada and settled at Grafton, where he was engaged in business for a short time, but in 1861 they returned to England, visiting at the old home in that country. In 1862 they returned to Canada and Colonel Wainewright became connected with the militia, acting as adjutant of a company in Brighton and afterward being appointed captain of a rifle company in that place. In 1864 he passed the examination of the then infantry military school and was the first cadet graduated therefrom. In 1866 he was appointed major of the Fortieth Battalion of Northumberland and was drill inspector of six companies in the county, being three times on the Finian raids. In 1870 he was appointed major of the Ontario Rifles and served in the Red river expedition of that year. In 1874 he was adjutant of the N. W. mounted police, and in 1878 was commandant of Dufferin College, London, Ontario, which position he filled for two and a half years, and was at the same time adjutant of the

Seventh Regiment, being then a retired lieutenant colonel. Removing to Halifax he spent seven years there and in 1890 he went to Calgary, where he remained until 1899.

In that year Colonel Wainewright came to Vancouver, seeking a better climate because of his wife's impaired health, but after residing here for about three years her death occurred on the 2d of December, 1902. Her loss was deeply felt by Colonel Wainewright and her surviving family. They had four children: Claude, a resident of Vancouver; Beatrice, now the wife of Mr. C. D. Rickards, of Calgary; Mrs. Constance Stone, a widow, who is supervising her father's household; and Edward, who was drowned in Shoal lake in 1882. He had attained his nineteenth year and was a very promising young man. Colonel Wainewright and his family are members of the Church of England. He has a very pleasant home at No. 1100 Seaton street, Vancouver, and has been more or less engaged in literary work.

J. G. SCOTT.

To know J. G. Scott in the business world is to recognize in him a man of intense activity, who, watchful of opportunities, has developed along modern lines business enterprises of magnitude and importance, for he is now the manager and the vice president of the Pacific Coast Lumber Company; to know him in his private life is to recognize in him the qualities of manhood which induce congeniality, companionships and strong friendships. Moreover, he has endeavored to ameliorate for others the hard conditions of life and although unostentatious in his work of this character his efforts in behalf of his fellow men have been far-reaching and beneficial.

Mr. Scott, who has resided on the Pacific coast since 1891, was born in Stratford, Ontario, in 1859, and is of Scotch descent. His connection with the lumber industry began as an employe of the Medonte Lumber Company, of Simcoe county, Ontario, which operated large tracts of lumber land in that part of the province. When the lumber industry became exhausted there Mr. Scott made his way to the Pacific coast in 1891 and with several other prominent lumbermen of Ontario organized the Pacific Coast Lumber Company in New Westminster on the banks of the Fraser river. The operations of the company were confined entirely to the manufacture of cedar lumber and cedar shingles, the object being to ultimately build up an industry of large proportions. The outcome of their efforts is to be seen in the present plant situated in Coal Harbor, Vancouver, having a capacity of thirty-five million feet of lumber of all dimensions per annum, together with eighty-five million shingles. The office of the company is at the corner of Cardero

and Georgia streets, in front of which runs the line of the Park street car. The sawmill occupies the east side of the company's property and is sixty by three hundred feet and two stories in height. The big log Haulup is capable of handling the largest logs and the mill is equipped with ten feet band saws, one on either side of the log deck, from which both of the carriages can take logs, although one side of the mill was intended to be used as the resawing side. The heavy side is equipped with a log turner, by means of which the heaviest as well as the smallest logs are loaded on the carriage and turned as easily as if they were hop poles. Every part of the machinery of the mill is of the most improved kind and manufacture. The planing mill is one hundred feet from the sawmill and is seventy-two by one hundred and twenty feet in dimensions and two stories in height, while the tools and equipments are models in every respect. The main floor is given to the flooring machines, molds, lumber trimming devices and six inch resaw and a sixty inch double drum snader. The last mentioned machine is the first of its kind in the province and with it the company will sand finish the flooring, ceiling and such inside lumber as can be sanded. This does away with the necessity for the expense and laborious work of hand dressing and sand papering the interior finish lumber and will be a large saving of expense. The shingle mill is an entirely separate plant and occupies a building about two hundred feet west of the sawmill. This is a large industry in itself and is equipped with the latest improved and best labor saving machinery. The boiler house is situated half way between the saw and shingle mills and is fifty-two by eighty feet. It is constructed as nearly fire proof as is possible. The sawmill is driven by a pair of twenty-four by thirty vertical engines, the planing mill by a pair of fourteen by twenty horizontal engines and the shingle mill by a fourteen by twenty-four vertical engine, all set on concrete foundations. For the purpose of lighting the entire plant a seven hundred and fifty light direct current dynamo has been installed, this machine being driven by a twelve by twelve Rob engine and both arc and incandescent lights are used. There are six rooms in the dry kiln, with space provided for more should they be demanded, and these are also as nearly noncombustible as it is possible to make them, while the system of hose extends all over the buildings to be used in case of fire. The company owns large tracts of timber both on the mainland and on the islands and has suffered no loss through forest fires. There are two sets of logging camps, giving employment to about five hundred men. It will thus be seen that the enterprise is one of great importance, contributing in large measure to the industrial and commercial activity of the province as well as to the success of the

individual stockholders. W. J. Shepherd of Ontario is president of the company, while Mr. Scott is manager and vice president, and G. F. Gibson, secretary and treasurer.

Notwithstanding that Mr. Scott is a man who gives close and unremitting attention to business he has also found time to take an active interest in municipal affairs and for three years during his residence in New Westminster was a member of the city council of that place, while in 1900 and 1901 he was its mayor, but during the latter year the removal of the business to Vancouver necessitated his taking up his residence in this city.

THOMAS FRANCIS McGUIGAN.

Thomas Francis McGuigan, who has been an officer in Vancouver since the inception of the city, continuously filling the position of city clerk, was born in Stratford, Ontario, on the 27th of June, 1860. He is descended from Irish ancestry, his father, Michael McGuigan, having been born in Ireland, whence he emigrated to Canada in early manhood. He settled in the county of Perth and was there married to Miss Mary Quinlivan. His birth occurred in county Derry, while his wife was a native of county Clare, Ireland. They were married in Canada and there reared their family of ten children, all of whom are still living. The father reached the age of eighty years, while the mother lived to be seventy-five years of age. They were faithful members of the Roman Catholic church and enjoyed the good will and respect of all with whom they were associated. Four of their family now reside in British Columbia: Dr. W. J. McGuigan, now mayor of Vancouver; James, an electrician; Agnes, who is living with her brother in Vancouver; and Thomas F.

In the grammar schools of his native town, Thomas Francis McGuigan acquired his early education, which was supplemented by study in McGill University and following the completion of his collegiate course he came to the province of British Columbia in 1882. After acquiring his education he engaged in teaching school for some time and then entered the employ of the Canadian Pacific Railroad Company, being in the stores department during the construction of the road. He came to Vancouver on the first through train in November, 1885, finding here an almost unbroken forest where now stands the beautiful city with its metropolitan advantages and improvements. At that time there was a mill and a few cheap houses together with several Indian shacks, but Mr. McGuigan noted its advantageous location, also recognized trade possibilities and feeling certain that this was to be the leading town of the province he resolved to ally his interests with the



Alex McRae

embryo city. There were many candidates for the office of clerk, but his qualifications were well known and he was elected to that office as its first incumbent. Such has been his ability and efficiency in the discharge of duties that he has been re-elected from time to time, his service being continuous. His fellow townsmen have the utmost confidence in him as an official and the affairs of the office are capably demonstrated under his direction.

It would be difficult to find one who has more intimate knowledge or broader information concerning the affairs of Vancouver than has Mr. McGuigan. He was active in all the preliminary work of establishing the city government and because of the marvelous growth of the city his task has been an arduous and important one. He has been connected with the establishment of all the municipal positions and has succeeded in so thoroughly organizing the city government that its interests have been managed with little friction. The work in his own office has increased more than one hundred fold, but he has capably met every duty as it has come, has secured able assistants and in the administration of the duties of city clerk has won high encomiums.

In 1890 occurred the marriage of Mr. McGuigan and Miss Minnie Stewart, a native of Prince Edward Island and of Scotch ancestry. They have two children: Stewart Parnell and Mary Campbell Frances, both born in Vancouver. Mr. McGuigan is of social nature and cordial disposition and he and his family enjoy the high esteem of a host of warm friends in the city of his choice.

ALEXANDER McRAE.

Alexander McRae, postmaster at Revelstoke, is an old-time citizen of this town, having resided here almost from its beginning, has taken prominent part in business and public affairs, and is a representative of the highest type of public-spirited citizenship such as is the best adornment and greatest factor of progress in interior British Columbia. Of recognized honesty and integrity, energetic and persistent, from the outset of his career he has easily made his own way and while gaining his own livelihood and a secure place in material affairs he has also won the esteem and respect of his fellow citizens.

A native of Glengary, Ontario, born February 7, 1863, his father, Alexander McRae, being now deceased, but his mother, Jane (Dey) McRae, still living in Glengary, Mr. McRae grew up in his native province, acquired a public school education, interspersed with wholesome training in industrious and honest habits, and after leaving the parental roof he followed the arduous pursuit of lumbering in the woods of Michigan, Wis-

consin and Minnestoa. Mr. McRae has lived in Revelstoke since the spring of 1886, at which time he came out to this province to continue the lumber business. He did lumber contracting for the Canadian Pacific Railroad, and for about six years prospected in the mines of this vicinity.

Mr. McRae's public service career has displayed his eminent usefulness to his fellow citizens outside the sphere of his own private duties and responsibilities. He entered the public service as mining recorder and constable. He was chief license inspector for the district and was also mining recorder at Trout Lake. He resigned from the provincial offices in order to contest the Revelstoke Riding, but was defeated. In 1902 he was appointed postmaster, and has since filled this office to the eminent satisfaction of all concerned, his zeal and conscientious devotion to all affairs of the city and district making him an ideal public official.

Mr. McRae was married in 1890 to Miss Annie Richardson, a daughter of Thomas Richardson, of Dorchester, Ontario. Mr. and Mrs. McRae have six sons, Alexander, Charles, Walter, Thomas, William John and James. Mr. McRae affiliates with Kootenay Lodge No. 15, A. F. & A. M., and he and his wife adhere to the Presbyterian church.

ALEXANDER JACK.

Alexander Jack, whose labors have been a factor in the development of the rich mineral resources of British Columbia and who in his business career has advanced from a humble financial position to one of affluence, is numbered among the early settlers of Victoria of 1862. He was born in New Mecklin, parish of Intherickshire, Scotland, about ten miles east of the city of Glasgow, on the 9th of November, 1827. His father, John Jack, descended from the lowland Scotch ancestry, was a farmer and was one of the steadfast members of the "Ould Kirk" of Scotland. He lived to the age of seventy-five years, but his wife died of cholera in 1853. They were the parents of seven sons and five daughters, but only two are now living.

Alexander Jack acquired his early education in his native country and spent the days of his youth upon his father's farm, no event of special importance occurring to vary the routine of farm life for him while he was mastering the labors of the fields and the lessons taught in the schoolroom. Attracted, however, by favorable reports concerning the business opportunities of the Pacific coast country, he made the voyage around Cape Horn in the old ship *Celesta* in 1862, arriving in Victoria in the fall of that year. One hundred and twenty-eight days passed ere the voyage was completed and there were three hundred passengers on board. The vessel was com-

manded by Captain Joslyn and of all these who came to British Columbia on that occasion Mr. Jack knows of but thirty who are now living. He was first engaged in British Columbia in clearing land for Sir James Douglas, also in making rails and building fences. In this he was associated with John Waddle as a partner. They also were given a contract for digging a cellar for Sir James Douglas. In the spring of 1863, however, they went to the Cariboo mining district, prospecting in that locality, but the gold was so deep that the water prevented successful work in the mines. In 1865 Mr. Jack was associated with others in the ownership of a claim, of which he was made foreman. At first it did not yield profitably and the company became involved in debt to the amount of sixteen thousand dollars. However, owing to the unfaltering perseverance and determination combined with the practical business methods of Mr. Jack the work of developing the mine was placed upon a paying basis and in seven weeks the indebtedness was not only cleared off but there was also a profit of three thousand dollars accruing to each of its partners. The other partners also gave to Mr. Jack a gold watch valued at two hundred and fifty dollars, which was properly inscribed and which he still carries. It is an excellent time piece, being yet in good condition. Mr. Jack also had another claim that paid him nine thousand dollars and is still bearing. Later he went to Mosquito creek, where with others he owned the Minnehaha, named by Dr. Corral, who was one of the promoters. Mr. Jack spent two years at Peace creek, where he has mining interests yielding him about seven hundred dollars a year, and later he went to Cassiar, where he took out one thousand dollars in a year. He also worked for wages at mining and he spent four and a half years in mining operations at Ashel, realizing two thousand dollars from his labor, being paid two pounds a day. In 1852 he went to Australia and was there engaged in mining, securing a claim for which he paid twenty sovereigns. This proved a very fortunate investment, for he took out one hundred pounds in one week and twenty pounds in a single day. He sold his mining property and returned to Scotland, taking contracts there on the Clyde, in which venture he both made and lost money.

Mr. Jack was united in marriage to Miss Agnes Main, a daughter of Robert Main and they came together to British Columbia in 1862. At the time of his second visit to Scotland his wife had been at home for three years and he returned for her and again brought her with him to British Columbia. They were also accompanied by two nieces, whom they reared, one being Jane Jackson, who married William Dixon and has since passed away, while the other, Christina Forest, is now the wife of Donald Kear.

Mr. and Mrs. Jack had no children of their own, but their union was a very happy one until 1889, when she was taken from him by death. She was a lady of very benevolent, kindly and charitable spirit, was one of the organizers of the orphanage and was a woman much beloved not only by her immediate family, but also by many friends. Mr. Jack is a member of St. Andrews Presbyterian church, assisted liberally in the building of the church edifice and has been generous in his contributions toward the erection of other churches in Victoria. He occupies a pleasant home on Michigan avenue, which he built many years ago and he also had a ranch of one hundred acres, which he has recently sold. He is a member of the Independent Order of Odd Fellows and has a wide and favorable acquaintance in Victoria and British Columbia. His knowledge of the growth and development of the province comes not from reading or hearsay, but from actual experience as an eye witness of what has been accomplished.

WILLIAM SKENE.

William Skene, secretary of the Vancouver board of trade, is probably one of the best informed men concerning the history of Vancouver in all its departments of activity and growth from its founding to the present. Besides knowing so thoroughly all the events that have transpired in the development of this phenomenal city, he has likewise been a conspicuous factor in promoting that development, and in private business affairs and by work of semi-public nature he has helped advance Vancouver to a front rank among the commercial and industrial centers of the great northwest.

Mr. Skene was born in Glasgow, Scotland, June 8, 1842, of highland Scotch ancestry, his father, Alexander Skene, being a native of West Fife, Scotland, and a resident of the city of Glasgow, while his mother, Isabella (Sutherland) Skene, was born in Sutherlandshire, Scotland, and died many years before her husband, both parents being Presbyterians in religious faith.

Mr. Skene, after receiving his education in the Glasgow Academy and obtaining a practical training in the dry goods business, subsequently spent twenty-five years in connection with practical woolen manufacturing in Yorkshire and the West of England. His attention was directed to the exceptional business opportunities and the fine climate of British Columbia, and, being so favorably and convincingly influenced, he made his arrival in Vancouver in 1887. The town was then only a year old, and only two brick buildings marked the site of the city of granite and brick which is now the pride of the citizens and an object lesson of the prosperity and resources of

British Columbia. There was then no clearing west of Granville street. One of the buildings mentioned was on the corner of Homer and Cordova streets, having been built by Mr. James Angus, of Victoria, and the other had been built by A. G. Ferguson at the foot of Carroll and Alexander streets. In this embryo city Mr. Skene opened a wholesale dry goods house for Samuel Greenshield's Son and Company, and he conducted this business for ten years, after which he took up assignee work and general agency business. Mr. Skene has travelled extensively on the continent of Europe, and is conversant with the French and German languages. From the first he has been interested in all undertakings for the advancement of Vancouver's material prosperity. He was one of the organizers and a charter member of the board of trade, and has served as its secretary since 1901. He is also secretary of the Vancouver General Hospital.

HON. NOAH SHAKESPEARE.

The name of Noah Shakespeare is deeply engraved on the pages of Victoria's history, for through many years he has been a most important factor in its interests. His life has been filled with good deeds and labors of love toward his fellows, and his career has ever been that of an honorable, enterprising and progressive man, whose well rounded character also enabled him to take an active interest in educational, social and moral affairs, and to keep well informed concerning the momentous questions affecting the welfare of the nation. In all life's relations he commands the respect and confidence of those with whom he has come in contact, and his upright life should serve as an inspiration to the many friends who are familiar with his virtues.

A native son of England, Mr. Shakespeare was born at Brierly Hill, Staffordshire, January 26, 1839, and is a representative of stanch old English ancestry. His parents were Noah and Hannah (Mathews) Shakespeare, both natives of the fatherland, and descendants of the Shakespeare family of which the poet was also a member. In the town of his birth the son Noah spent the period of his boyhood and youth, and becoming imbued with the idea that across the water in the new world brighter prospects awaited him, he in 1862 made the voyage around Cape Horn on the steamship Robert Low, arriving in Victoria, British Columbia, on Saturday evening of January 11, 1863. He was the only member of his family to undertake the journey to this then almost unknown province. At that time the city of Victoria was almost in its infancy, and Mr. Shakespeare landed without capital, a stranger in a strange land. He accomplished the first task that was offered him, which was in the Vancouver Collieries. His work thereafter was in Nan-

aimo District, at the Pit Head, for the Hon. Robert Dunsmuir, continuing there and at the mines until 1864, in which year he returned to Victoria and engaged in the photographic business. Later he became a dealer in real estate, buying and selling property in his own name.

From the first Mr. Shakespeare became deeply interested in the welfare of the city which he chose as his home, and finding that British Columbia was fast becoming the "dumping ground" for the lowest Asiatic element, he espoused the cause of the working man and became a leader among them. An Anti-Chinese Society was formed, of which Mr. Shakespeare was made the president, and in 1876 his name headed a petition, signed by fifteen hundred workmen, asking the Dominion parliament for an act restricting the emigration of Chinese to this country. He was soon afterward elected an alderman of the city, in which position he served four years, and in 1882 was elected its mayor by a large majority of the votes. So satisfactorily did he discharge the duties of that important office that at the termination of his term his fellow citizens, in token of their appreciation of his eminent services, presented him with an illuminated address. And it was during his mayoralty that Governor General Lord Lorne and Princess Louise visited the Pacific coast, and upon Mayor Shakespeare devolved the duty of entertaining the city's distinguished guests, which position of honor he filled in a manner highly satisfactory. In 1882 he was also elected a member of parliament for the house of commons at Ottawa, to which he was re-elected in 1885, and during his service was active in securing the present emigration restriction law passed in 1886. He resigned his seat in parliament to accept the office of postmaster of Victoria, a position he has continued to fill to the present time, covering a period of seventeen years, and which he filled to the satisfaction of the government and to the patrons of the office. He now has under his immediate supervision twenty clerks and twelve carriers, and the receipts of the office in 1903 were fifty-two thousand, three hundred and forty-three dollars.

In many other ways Mr. Shakespeare has shown his interest and activity in the affairs of the province. In 1882 he was elected president of the Mechanics' Institute, was active in the organization of the British Columbia Agricultural Association, and in 1885 was elected its president. Desiring to again visit the scenes of his childhood and youth and to renew the acquaintances of earlier years, he returned to England, and while there gave several lectures on the resources and advantages of British Columbia, which influenced many of the leading citizens to come to the northwest. Mr. Shakespeare was also one of the organizers of the British Columbia Fire



Geo. H. Ashwell

Insurance Company, of which he was elected president in 1886. Ever an active worker in the cause of temperance, in 1877 he was elected grand worthy chief templar of the grand lodge of Washington Territory and British Columbia, filling the same position in the following year, and in 1886 was elected president of the Young Men's Christian Association of Victoria. He is president of the Provincial Branch of the International Sunday-school Association, has been superintendent of the Methodist Sunday-school for the past fifteen years, and has long been an active and helpful member of the Methodist church.

In 1859 Mr. Shakespeare was united in marriage to Miss Elizabeth Pearson, a native of the state of New York and a daughter of Thomas Pearson. Mrs. Shakespeare, with her eldest child, came from England and joined her husband in this country one year after his arrival, making the long passage around Cape Horn. Eight children were born to them, four of whom are now living, namely: Frederick N. E., William B., Hannah M., the wife of Fred Berryman, and Percy S. All are adherents of the Methodist church. The family reside in a beautiful cottage, the "Stratford," which he has surrounded with beautiful trees, shrubs and flowers, and is a fitting abode in which to spend the evening of a long and well spent life.

GEORGE RANDALL ASHWELL.

George Randall Ashwell, one of the oldest and best known citizens of the Chilliwack valley, is also an old-timer of British Columbia, and he has spent the greater part of his active career in the province. Having come here during pioneer days, he is familiar with all the course of development by which British Columbia emerged from a wilderness into one of the richest and most productive parts of the Dominion, and the broad lines which his own activity has followed make him also a prominent factor in the history and welfare of the province.

Born in Bedfordshire, England, December 17, 1831, a son of Henry and Mary (Randall) Ashwell, Mr. Ashwell, following the period of his years devoted to attendance at the public schools of his native shire, took up landscape gardening as a profession, and followed that in England until he was twenty-five years old. On his emigration to Canada in 1856 he spent the first six months at Toronto, and he then did carpenter work in various places in Ontario for five years. He came out to New Westminster in 1861, and during the first year engaged in carpentering. He then went into the hardware and furniture business with Thomas Cunningham, and two years later the two departments of the business were divided, Mr.

Ashwell retaining the furniture department and conducting it for eight years. In 1871 he moved into the Chilliwack valley and bought out several settlers' rights in land. He is now the owner of seven hundred acres in this fertile region, and has been a prominent and progressive factor in the agricultural affairs of the locality. He also started a general merchandise store at the landing on the river in 1873, and conducted that for twelve years, until his removal into Chilliwack, where he is now the proprietor of an extensive general merchandise store, a two-story metal covered and one of the most complete and reliable establishments in the province.

Mr. Ashwell is the owner of a large amount of town property, and he is interested in every line of development which will promote the progress and welfare of his district. He is one of the prime movers in the proposed electric road to connect the valley with New Westminster. He has been reeve of the municipality for several terms, and for years was a member of the council. He is at present justice of the peace. As a staunch Conservative in politics, he was, in 1902, the candidate of that party for parliament, and he made the best run for a Conservative ever made in the district, missing the election by only the narrow margin of seventeen votes. He and his family are Methodists.

Mr. Ashwell was married in 1867 to Miss Sarah Ann Webb, a daughter of John Webb, of England. Their three children are John Henry, George Horatio Webb and Ethel May, who is the wife of Dr. Allen, of Vancouver.

JOHN L. BECKWITH.

John L. Beckwith, prominent in the political circles of Victoria and now serving as one of its aldermen, is also one of the most active business men of the city, at present a member of the board of trade of the province and a representative of an extensive commission business and also of the salmon industry of the northwest. He was born in Kentville, Nova Scotia, on the 5th of March, 1856, and traced his ancestry back for many generations. The Beckwiths went from Normandy to England at the time when William the Conqueror left that country, Sir Hugh de Malebisse being a sir knight of Normandy. His grandson, Sir Hercules de Malebisse, in the year 1226 married Lady Beckwith Bruce, a daughter of Sir William Bruce, lord of Ugelborby, who inherited his rank and lands from Sir Robert Bruce, of Shelton castle, the progenitor of the royal family of Bruce in Scotland. It was from this marriage that the name of Beckwith was derived. Lady Beckwith Bruce inherited an estate or manor called Beckwith in the old Anglo-Saxon, and with a view to perpetuating the name she required her

husband by the marriage contract to assume the name of Beckwith. From this ancestry the Beckwith family, of which John L. Beckwith is a member, is descended. For generations they were lords of many of the old castles in England.

Mathew Beckwith emigrated from England to New England in the year 1645. Two of his sons, Samuel and Renald, emigrated to Nova Scotia in 1760, and were the founders of the family there. They resided near the site of the present township of Cornwallis and Samuel Beckwith received a large grant of land from the English government. His son, Samuel, became a merchant and extensive farmer and married Miss Rebecca Chipman. The Chipmans traced their ancestry back to John Chipman, who was one of the earliest settlers of New England, coming to America from Dorsetshire. He married a daughter of a Mr. Howland, who was the pilgrim that landed first on Plymouth Rock in 1620, and thus the subject of this review is also descended from one of the distinguished bands of Puritans that made the first settlement on the coast of New England, having crossed the Atlantic in order to secure religious liberty. William Beckwith, a son of Samuel Beckwith, became a Baptist clergyman and settled at Halifax. John Beckwith, who with his brother located near Cornwallis in 1760, became a wealthy land owner. The members of the Beckwith family were loyal to the crown and when the spirit of discontent arose in the colonies along the Atlantic coast the Beckwiths left that part of the country and settled in Nova Scotia. John Beckwith married a Miss Catherine Chipman, a sister of his brother's wife. His son, Handley Beckwith, was born in Cornwallis, March 6, 1779, and their son, Mayhew, was born in Cornwallis, April 7, 1801. He was the grandfather of John L. Beckwith of this review and he became a prominent merchant. He was also one of the leading members of the Baptist church in his locality and took a very active and helpful part in the organization of the Acadia University. He also represented Kings county in the Nova Scotia legislature and was a leading factor in the intellectual, political, material and moral development of his native province. He married Eunice Rand.

John Albert Beckwith, son of Mayhew and Eunice (Rand) Beckwith, was born in Cornwallis and early in life became a merchant there. Subsequently, however, he gave his attention to agricultural and horticultural pursuits and became a celebrated fruit-raiser and packer of Nova Scotia. He married Miss Rebecca Barnaby, a native of Cornwallis. She was descended from the Chipman family, being a niece of the late Hon. Samuel Chipman, who was a man of note and attained to the very advanced age of one hundred and five years. Mr. and Mrs. Beckwith became the parents of seven sons,

all of whom following the advice of Horace Greeley went to the west. All are now living with the exception of Alfred, who died in Portland, Oregon, in 1893. William S. resides in Victoria. H. R. located in Portland, Oregon, and is engaged in the commission business there. Harry M. also resides in Portland, Oregon, where he is a member of a retail grocery firm. Arthur W. is a stock rancher of Montana and is the assessor of the town of Hamilton. Norman still resides on the old homestead farm, where he is engaged in fruit-raising. The father died in 1891 at the age of seventy-two, while his wife lived to the age of seventy-five. They were Baptists in religious faith and were people of the highest respectability, enjoying the fullest confidence and esteem of all who knew them. The family is now a numerous one in both Canada and the United States and many representatives of the name have filled high positions of honor and trust and have also been noted for their devotion to moral influences and their activity in church work.

John L. Beckwith pursued his education in his native town and in early life became familiar with the methods of merchandising, becoming an employe in a retail dry goods establishment. He has made merchandising his life work and was one of the pioneer commercial travelers of British Columbia, traveling over this country ere the construction of the railroad. For five years he was a representative of Messrs. H. Shorey & Company, wholesale clothing manufacturers of Montreal, and for fifteen years has represented the firm of Mann, Byars & Company, of Glasgow, Scotland. He has carried their goods as far east as Winnipeg. He has otherwise represented large wholesale dry goods firms and he is now in the general commission business and has the agency of the Canada Rubber Company of Montreal. He is also connected with the salmon canning industry and is a member of the Clayoquot Sound Canning Company, Limited. He likewise has invested interests in several mining enterprises and owns extensive realty interests in the province. Mr. Beckwith is a man of excellent business ability and executive force, resourceful and enterprising and his ready recognition of opportunity has been one of the salient features in his success. He has steadily advanced, finding in each onward step opportunity for further progress and he stands today as one of the most prominent and prosperous business men of Victoria.

In 1899 Mr. Beckwith was elected alderman of Victoria and filled the office so capably that he was re-elected for three years. After an interval of two years he was once more chosen for the office and is now serving his fourth term. He has been active in promoting every enterprise destined to improve and upbuild the city and he is a member of its board of trade.

Mr. Beckwith was married in 1888 to Miss Agnes McLeod, a daughter of A. J. McLeod, of Boston, Massachusetts. Their marriage has been blessed with three children, namely: Harold Arthur, Alfred Edward and Grace Dean McLeod. Mr. and Mrs. Beckwith have a nice home in which the spirit of hospitality reigns supreme. They are members of the Baptist church and he belongs to the Order of Foresters and to the Royal Arcanum. His life has been one of continuous activity, in which has been accorded due recognition of labor; and today he is numbered among the substantial citizens of his county. His interests are thoroughly identified with those of the northwest, and at all times he is ready to lend his aid and co-operation to any movement calculated to benefit this section of the country or advance its wonderful development.

E. B. MARVIN.

The pioneer history of Victoria has upon its rolls the name of E. B. Marvin, who for the long period of forty-four years has resided within its borders and is therefore one of its oldest residents. Of the work of progress and advancement he has ever been an advocate, and by his active participation as well as friendly encouragement has assisted in the development and substantial promotion of the city, while in all the relations of life he has ever commanded the respect and confidence of those with whom he has been brought in contact.

E. B. Marvin was born in Halifax, Nova Scotia, on the 16th of December, 1830, and is a representative of an old English family who emigrated to Connecticut during the Colonial days. During the Revolutionary war they were Loyalists, and, removing to Halifax, Grandfather Marvin was there given land by his government for loyalty and for the losses he had sustained thereby. William H. and Jane Marvin, the parents of him whose name introduces this review, were natives of Halifax, and were members of the Church of England. On June 20, 1852, he took passage on the ship William H. Harbeck bound for San Francisco, sailing via Cape Horn and landing at his destination on the 30th of November following. He remained in San Francisco until January, 1857, and was there during all the exciting times attending the reign of the vigilantes and was an active participant in upholding law and order. In that year, however, Mr. Marvin took passage on the bark Live Yankee, with Captain Gove, for Sidney, Australia, reaching that city on the 25th of March, 1857. After a three weeks' stay in Sidney he went to Melbourne and thence to the mines, but did not meet with the expected success at those places. In 1858, hearing of the gold excite-

ment on Fraser river, he returned to Melbourne, and thence took passage to Victoria, British Columbia, arriving January 13, 1859, and upon his arrival here he started his ship chandlery business, this being in January, 1859, and on the ground on which his present store is now located. Here for the past forty-five years he has conducted an eminently successful business, and has the honor of being the pioneer ship Chandler in Victoria. In addition he is also a pioneer in the sealing business at Victoria, and with his partners is doing a large and successful business in that line.

Mr. Marvin has always been a Conservative in politics. He has served his city as justice of the peace since 1874, also as alderman in 1876-7-8, is an active member of the board of trade and is one of its counselors. Both he and his wife are valued members of the Church of England. They have erected one of the fine residences for which Victoria is justly celebrated, located at No. 34 Cadboro Bay Road, and there they dispense a gracious hospitality to their many friends.

HERBERT STANTON.

Herbert Stanton, registrar at Nanaimo, followed the Canadian Pacific Railway out to British Columbia, having assisted in the construction of that great trunk line, and in the twenty years subsequent to that time he has been one of British Columbia's most public-spirited and energetic citizens. He has worked out his successful career by his own earnest efforts and persistent application to the work in hand, and he is deserving of all the prosperity that time and endeavor can bring to him.

A native of Toronto, Ontario, where he was born August 6, 1857, he was a son of Isaac Brock and Maria (Wilson) Stanton. His father, who was a native of Amherstburg, Ontario, died in 1881, and he lost his mother in 1890. Mr. Stanton received a public school education at Ottawa, and learned the machinist's trade at Oshawa. For five years he was in the hotel business at Cobourg, Ontario, and following that he began doing construction work on the line of the Canadian Pacific between Winnipeg and Lake Superior, and continued at that until that portion of the road was completed. In 1884 he came out to British Columbia, and did construction work for the Canadian Pacific for three years. In 1887 he began his official career as private secretary to Lieutenant Governor Nelson. In 1893, having been appointed to the office of assistant government agent and deputy registrar, he moved to Nanaimo, which has since been his home, and in 1894 he was advanced to his present position of registrar.



Mr. J. McQuiggen

In 1893 Mr. Stanton was married to Miss Agnes Jamieson, a daughter of Michael Jamieson, of Victoria. His religious adherence is with the Church of England.

WILLIAM J. McGUIGAN, M. D.

Dr. William J. McGuigan, mayor of Vancouver, and coroner and one of the leading men of British Columbia, was born at Stratford, Ontario, in 1853, and he is a son of Michael and Bridget (Quinlivan) McGuigan. Michael was born in Castle Dawson, in the north of Ireland, and came to Canada in the early forties, locating on a farm at Stratford, where he died in 1888. The mother of our subject was born in county Clare, south of Ireland, and came to Canada when a young girl. She was married at Stratford, where she is still living.

Dr. McGuigan was educated in the grammar school at Stratford, and at Galt Collegiate Institute, Galt, Ontario, which in those days was under Dr. William Tassie, a noted and greatly beloved educator. From Galt our subject went to McGill University, Montreal, and entered the medical department of that famous institution, from which he was graduated in 1879. He first began his professional life at Detroit, Michigan, going from there to Point Edward, Ontario, where he became surgeon for the Grand Trunk Railroad. After practicing there a year he located at London, Ontario, and practiced his profession for five years. In 1885 he came to British Columbia and became one of the pioneer physicians of this locality. At that time the Canadian Pacific Railroad was being constructed toward the west, through the Selkirk range of mountains, and he received the appointment of surgeon on the construction work. When the road was completed to the new town of Vancouver in 1887, Dr. McGuigan came to the place and has lived here ever since.

During his early life in Vancouver he practiced both medicine and surgery, but of late years he has confined himself to medicine. He has been connected with the College of Physicians and Surgeons of British Columbia ever since 1887, in various official and professional capacities. Twice he has acted as president and is now treasurer of the college, as well as member of the board of examiners, he having charge of the examinations in medical jurisprudence and materia medica. While located at London, Ontario, he was professor of botany and therapeutics in the Western University Medical School of that city. Dr. McGuigan was elected the first coroner of Vancouver, and has held that office ever since. He has been for six years a member of the city council from the third ward. In 1904 Dr. McGuigan was elected mayor

of Vancouver, and his administration has been highly commended by all. In politics he is an active Conservative, and fraternally he is a Knight of Pythias. Dr. McGuigan is also secretary and treasurer of the British Columbia McGill University Graduates Association. He has been and is now very prominent and popular and is closely identified with the history and growth of Vancouver from its beginning.

CARL LOEWENBERG.

Carl Loewenberg, the German consul at Victoria and a foremost business man of the city, has enjoyed a career of unusual progress and success in the enterprises which he has undertaken since arriving at manhood. He is noted for his eminent public spirit in helping along everything that pertains to the welfare of Victoria, and is also a leader among the German citizenship of the city.

He is himself a native of Germany, was born January 3, 1862, and is of good old German stock. He received his education in his native fatherland, and immediately on completing his literary course in college he set out for British Columbia. In 1848 Leopold Loewenberg had emigrated from Germany to the land of gold and became interested in the real estate business in San Francisco. Ten years later, in 1858, he followed the trend of the gold-seekers to the Fraser river in British Columbia, and on that trip became satisfied of the great commercial prospects in store for the city of Victoria. He accordingly located permanently at Victoria and became the pioneer real estate man of the place. He effected many of the large real estate transactions, and administered many of the large estates of the city and vicinity, among others that of Sir James Douglas. He was prominent in the public affairs of his adopted city, was one of the organizers of the volunteer fire department, and in many ways his name is identified with the interests of Victoria during its early history. He is also remembered for his integrity of character and large personal influence. His death occurred in 1884.

This honored Victoria pioneer citizen was the uncle of Mr. Loewenberg, and the latter went to Victoria in 1879 to enter upon his business career in connection with this uncle. He remained with him for two years, and for the three following years was in the Bank of British Columbia. He was still loyal to the land of his birth, and he then returned to visit his relatives and also served his period of military duty. From Germany he went to France and remained a short time, and then returned to Victoria to continue his business enterprises. In 1888 he became a member of the firm

of J. A. T. Caton and Company, importers of general merchandise and commission merchants. In 1893 Mr. Caton retired from this firm, and since then Mr. Loewenberg has conducted the enterprise alone, and his business is now one of the important commercial features of the city.

Mr. Loewenberg has always shown extreme interest in all the affairs of his city. He is a member of the board of trade of the province, and commercial advancement finds in him a ready helper. He has been consul of the German government in Victoria since 1891, and in this capacity has been able to render much valuable service to his native land and his fellow countrymen. In religion he holds to the faith of the Lutheran church, and is a valued member of the same. His business is large and successful, and he has made an enviable record in all the departments of his activity.

. JOSEPH FOX.

Joseph Fox, proprietor of the Windsor Hotel of Nanaimo, has enjoyed a varied and interesting career, passed in various parts of the American continent principally, and, though adversity and prosperity have played alternating parts throughout his endeavors, he has maintained himself undaunted in the face of difficulties and a persistent pursuit of higher ideals when fortune has favored, and his life is deserving of the high esteem shown him by his fellow citizens and hosts of friends and acquaintances.

A native of Staffordshire, England, where he was born September 17, 1863, a son of Thomas and Caroline (Jackson) Fox, both deceased, Mr. Joseph Fox, after a limited period of education in the English schools, began working in the limestone mines, and despite his tender years earned his daily bread at that occupation for four years. He was seventeen years old when he decided to seek better opportunities in the new world, and in 1880 he located at Pittsburg, state of Pennsylvania. After four months' work in the coal mines he went up to the Monongahela river coal mines, where he was employed three months. Thence he went to Kansas and mined coal in that state for eighteen months, and after a brief stay in the state of Indiana again located in Kansas. In May, 1883, he left Kansas and came out to British Columbia. He worked in the mines at Wellington, and in the same year arrived at Nanaimo, where he was engaged in shaft-sinking and other mining work for some eight years. In November, 1892, he established the Palace Hotel, but after conducting this three years he sold and went to Cook's Inlet on a prospecting trip; came down to Juneau in the same year and for six months worked in the Treadwell mine, after which he returned to Nanaimo, where he was employed at various occupations. In 1897 he

went to the Slocan country, but returned to Nanaimo in March, 1898. In February, 1899, he set out on his last mining venture, when he went up to Yukon river in Alaska and prospected and mined for more than a year. Returning to Nanaimo in the fall of 1900, he bought out the Windsor Hotel, and has conducted it ever since. The Windsor is unqualifiedly the leading hotel of Nanaimo, and under Mr. Fox's able management it has increased in attractiveness and comfort for the traveling public. Mr. Fox affiliates with Black Diamond Lodge, I. O. O. F.

ADAM HENRY HORNE.

Adam Henry Horne, postmaster at Nanaimo, is a native son of the city and for the greater part of his active career has been one of its most influential and public-spirited citizens. He has been in the government service for over twenty years, and his long and efficient record is the best indication of his executive and administrative ability, his adroitness and dispatch in the handling of public matters, and his thoroughly grounded popularity among his fellow citizens.

Born in Nanaimo, December 9, 1859, he is a son of the late A. G. Horne, long one of the prosperous and well known men of the province, and of Elizabeth (Bate) Horne, who is still living in Nanaimo. His education was acquired in the public schools but mostly under a private tutor. His first activity in the practical business of life was as an employe of the Hudson's Bay Company, at Comox, being associated with his father, who was a factor of the great fur company. Somewhat later the firm of A. G. Horne and Son was established at Nanaimo, a general merchandise business in which the son continued until he entered the government service in 1883, at which time he was appointed manager of the Dominion Government Savings Bank, and at the same time was assistant inspector of weights and measures. In 1890 the savings bank was changed to the Postal Savings Bank, and in addition to being placed in charge of this institution he was also appointed postmaster of Nanaimo.

In 1881 Mr. Horne was married to Miss Emily Cooper, a daughter of the present harbormaster at Nanaimo, Harry Cooper. Their happy home has been blessed with six children, as follows: Harry Grant, who is in the engineering department of the Princess Beatrice; Gertrude M., money-order clerk in the postoffice; Edith B., Gladys E., Esmie A. and Basil H. The family are Church of England people.



Mr. Smith

Mr. Horne affiliates with Ashlar Lodge No. 3, A. F. & A. M., at Nanaimo, and also with the Woodmen of the World, and is a member of the Western Masons Mutual Life Association.

WILLIAM SMITH.

William Smith, the oldest living citizen in the municipality of Surrey, was born September 30, 1821, at Niagara, Ontario, his parents' home being across the ravine near Brock's monument. He is a son of Edward and Elizabeth (Taylor) Smith, the mother being a niece of General Taylor of Mexican war fame. The father was of Irish and English lineage, while his wife was of German descent, representing one of the old Knickerbocker families that were established in the state of New York in pioneer days. Edward Smith removed to Ontario in 1820 and later became a resident of Ohio, where his death occurred in the fall of 1826. His widow long survived him, passing away in 1894 at the advanced age of ninety-one years.

When a lad of eight years William Smith began sailing on the Great Lakes as a cabin boy, and in due time became a sailor before the mast. When twenty-one years of age he was captain of the *Rialto*, sailing on the Great Lakes, and thus sixteen years of his life was passed. In 1849 he went to Illinois, where he followed railroading during the succeeding fourteen years on the Rock Island Railroad in Illinois and Iowa. Leaving that employ in 1871 he next went to Nebraska, where he remained for five years, conducting a general mercantile store there. He also built two grist mills and one saw mill in Nebraska and operated these with fair success. He also had a saw mill in Kansas, which he conducted for several years, meeting with a fair measure of prosperity. The next two years were spent in Edison, Washington, where he was engaged in farming, and in 1885 he removed to British Columbia, locating at Cloverdale, which is in the heart of the Clover valley. Here he purchased a farm of four hundred and seventy acres, it being one of the most productive tracts of land in the province. He makes a specialty of the raising of oats and hay, harvesting about four thousand sacks of oats each year.

In 1850 Mr. Smith was united in marriage to Miss Fannie Knight, and they became the parents of six children, of whom one is now deceased. The others are: Walter, a resident of Kansas City, Missouri; Orion; Irvin B.; Fanny, the wife of James M. Dale of Port Hammond, and May, the wife of Noah V. Wickersham, of Cloverdale.

Mr. Smith owes his success in life to his own efforts. During his fourteen years in the railroad service he won continuous advancement and thus

gained his first real start. He began working on the railroad at seventy-five cents per day and boarded himself, but after a few months he was making a dollar and a half per day, and for the last eight months of his service he was paid by the president eight thousand dollars as a bonus, his regular salary, however, being two hundred dollars per month. He is prosperous in his business undertakings in the northwest and his farming interests represent a large investment and bring to him annually a very desirable financial return.

FRANK W. HALL, M. D.

Dr. Frank W. Hall, physician and surgeon, is a practitioner of long standing in Victoria, having located in this city in 1885, and has since attained high rank in his profession. Dr. Hall's skill and ability have long been undisputed in this city, and his success as a surgeon is especially noteworthy, for it is to that branch of his profession that he gives most attention, although his general practice is also very large.

Dr. Hall was born in the province of Ontario, February 10, 1861, and is of English and Irish ancestry. His father was Henry Hall, a native of Ireland, who in 1832, as a single man, emigrated to Toronto. A short time later his fiance, Miss Elizabeth Lennan, a native of Dublin, Ireland, also came across the waters, and they were married in this country. The father was a practical and successful machinist and foundryman, and he died at the age of fifty-seven years, but his good wife lived to be eighty-nine years old, not passing away until December, 1903. They were members of the Methodist church.

Dr. Hall, the youngest of thirteen children, was educated in the Toronto literary schools, and his medical training was obtained in the Detroit Medical College, from which he was graduated with the degree of M. D. He was ardently ambitious for success and ability in his profession, and in order to feel better equipped he went to England and took lectures in London. In 1885 he located in Victoria and began the practice which has since grown to such prosperous proportions and given him such high rank among his confreres. He has shown a high order of skill in surgery, and for the successful practice of this branch he has all the modern and most approved appliances. As everyone knows, the medical and surgical profession is not at a standstill, and to keep apace with its rapid progress and adaptation of new methods requires studious attention and first-rate ability. Dr. Hall has shown his fitness for his work again and again, and is as modern and as completely master of his science to-day as he was twenty years ago. He has erected for his own use principally a two-story brick block at 103 Yates

street, and there has spacious and well furnished offices, with a full equipment of surgical instruments and paraphernalia.

Fraternally Dr. Hall is an Odd Fellow and a Knight of Pythias. In politics he is a Liberal.

WILLIAM CHARLES MORESBY.

William Charles Moresby is one of Victoria's talented native sons, a member of the law firm of Moresby & O'Reilly. He was born on the 1st of June, 1876, and is descended from English ancestry. His parents were William and Mary Ann (Edwards) Moresby, both of whom were natives of England, the former born in London and the latter in Kent. William Moresby, the grandfather, came to British Columbia in 1858, but was not long permitted to enjoy his new home, his death soon afterward occurring. He had been a leading barrister in China during the Chinese war and other members of the family were in the British navy, his uncle, Sir Fairfax Moresby, being a rear admiral in the fleet.

William Moresby came to British Columbia in 1862 and was at first engaged in the manufacture of lumber, but in 1868 was called to public service, being appointed warden of the provincial jail as successor to McBride and again in 1895 succeeded Mr. McBride in the wardenship of the state penitentiary. He was inspector of police in the mainland and was constantly engaged in arresting criminals, capturing over one hundred, of whom twenty-seven were hanged. He thus took a most active part in maintaining law and order by bringing culprits to justice and in the discharge of his duties he was fearless. He departed this life in 1896 in the forty-ninth year of his age. He and his wife were members of the Church of England and he was a charter member of the Westminster Masonic lodge. A man of high integrity and courage he commanded the respect and confidence of all with whom he was associated. His good wife survives him and is one of the noble pioneer women of the province. They were the parents of four children, three of whom are living: William Charles, Noel M. and Violet May, all at home.

William C. Moresby pursued his education in New Westminster, attending school until he had mastered the branches of the high school course. He afterward became a student in Lorne College. At the age of fifteen he left school, however, and was afterward instructed by a private tutor for a year. Subsequently entering upon his business career, he engaged in clerking for a time in the employ of Armstrong, Eckstein and Gaynor, and later he was articled for five years to the law firm of Corbould, McColl, Wil-

son & Campbell. In December, 1897, he successfully passed his examination and was with one exception the youngest member of the bar of this district, he being then in his twenty-first year. After two months holiday he took charge of the office of Drake, Jackson & Helmcken, with whom he remained until the 15th of May, 1904, at which time he formed his present partnership with Arthur J. O'Reilly. They have a wide professional acquaintance, have already secured a distinctively representative clientage and are giving the strictest attention to their legal business. Mr. Moresby prepares his cases with great thoroughness, is a close and earnest student of the principles of jurisprudence and always enters the courtroom well prepared to present his case in the strongest possible light.

In his political views Mr. Moresby is a Conservative and was secretary of the Conservative Association. At its last meeting he received the largest vote for member of the executive committee and his influence is a potent factor in the councils of his party. Belonging to the Native Sons of the Province he is now a past chief factor, being the third to occupy that chair. He is also deeply interested in sports and athletics, including football, cricket and baseball, in all of which he excels. In the first named he has attained the highest proficiency and is the oldest known player actively connected with the league in this locality, having played continuously since his sixteenth year. He has been for two years on the managing committee of the James Bay Club. His perfect physical development, fine mental endowments and social, cordial nature render him a fine representative of British Columbia's Native Sons and his many excellent qualities have made him popular with a very large circle of friends.

DONALD B. HOLDEN, M. D.

Donald B. Holden, M. D., during the past ten years or more has become recognized as one of the foremost physicians and surgeons of Victoria. He has a broad and liberal equipment, obtained in the best schools of this country and abroad, and his skill has been often demonstrated in difficult surgical operations. Dr. Holden is a leader not only in his immediate profession but also in various enterprises and social and civic movements in the city.

Dr. Holden was born in Bellville, Ontario, October 13, 1867. The Holden family were among the earliest settlers at Bellville, and they first came there at the time of the American revolution. During this conflict they retained their allegiance to their king, and joined the exodus of loyalists to Canada. Bellville has since been the seat of the family, and its members are well known and prominent about that city. Dr. Holden's father was J.



Edmundale

Clement Holden, who was born near Bellville, and whose wife was Miss Emily Clark, a native of the same town. J. Clement Holden's early business career was spent as a druggist, but he later became a prosperous boot and shoe manufacturer at Montreal. He has branch houses at St. Johns, Toronto, Winnipeg, Vancouver, Victoria and Granby, and this is one of the old established and most successful business enterprises of Canada. The father is a Presbyterian in religion, but his good wife has always adhered to the sweet and simple doctrines of the Friends' church. They were the parents of six children, and two of them are in British Columbia, the Doctor and his brother, Fred C. Holden, the latter being a resident of Vancouver.

Dr. Holden was educated at McGill University in Montreal, where he took both the B. A. and M. D. degrees, being graduated as a Doctor of Medicine in 1891. He then went abroad and continued his professional studies in London and Edinburgh. He returned to this country, and in January, 1893, opened his office at Victoria, where he was soon in possession of a large and influential practice. He is also interested in several mining enterprises.

Dr. Holden is treasurer of the Victoria society for the prevention of cruelty to animals. If he has one special enthusiasm aside from his profession it is his admiration for fine horses, and he takes great pride in the fine animals in his own stable. He is a member of the Presbyterian church in Victoria. He is a diligent student of his profession, gives his energies without reserve to his practice, and is a fine type of the professional man and public-spirited citizen.

THOMAS STURCH ANNANDALE.

Thomas Sturch Annandale is known to hundreds of New Westminster families as "our grocer," and with all that such a title in this case implies it is a reputation of which any one might well be envied. And it is a fact that he owns and directs the most extensive grocery business in the city, purveying the very highest classes of provisions, and with a uniformity and reliability in quality and prices that retain and steadily increase the patronage which he has built up through the most honorable and effective business methods. Mr. Annandale is also one of the prominent citizens, possessed of the energy and civic enterprise which give strength and stability to any city or community, and his youth and ability have enabled him to accomplish much both for his own welfare and for the permanent progress of his city.

Born in Forfarshire, Scotland, March 9, 1864, of Scotch ancestry, Mr. Annandale is a Scotchman by rearing and education and possessed of the

best characteristics of that race. His parents were Robert Burns and Helen (Sturch) Annandale, both natives of the same town in Scotland, and his father was a prosperous man, being a manager of estates during his career. Both parents were members of the Church of England.

After coming to this country Mr. Annandale spent some time in Vancouver. He arrived in New Westminster in 1891 and at once opened a small grocery, carrying on his trade in a small way in partnership with George Wolfenden. A year and a half later Mr. Annandale bought out his partner, and as sole proprietor devoted his energies to the business with such success that he soon built up a fine trade all over the city. Then came the great fire of 1898, in which the entire business section was wiped out. Two days and a half after that holocaust, and before the embers were scarcely cool, he had put up a small shack and as the first business man to resume business he began supplying the people with the necessities of life. This prompt and energetic action gave added impetus to his trade when commercial activity was restored to its wonted prosperity, and he has since been the foremost grocer of the city. He conducts two large stores, the West End grocery being a branch of the central establishment.

In politics a Conservative, Mr. Annandale has been offered the nomination to both the provincial and Dominion parliaments, but business affairs have hitherto prevented his entrance into the active field of politics. Nevertheless he is awake and public-spirited as concerns the best welfare of his city and province, and, possessing the confidence and esteem of his fellow citizens to an unusual degree, his influence counts for much in local matters.

Mr. Annandale was married in 1887 to Miss Sarah Crowder, a native of Shropshire, England. This union has been blessed with four children, all born in New Westminster, namely: Beatrice, Lindsay, Thomas A. and Arthur. Mrs. Annandale died April 18, 1905. Mr. Annandale is a member of the Church of England, as was also his wife. While a resident of England he received the sublime degree of Master Mason, and keeps up his fraternal relations in this country.

JOHN C. HENDERSON, M. D.

Dr. John C. Henderson is one of the representative physicians and surgeons in the New Westminster district, and at Chilliwack, where he has had his residence for nearly twenty years, he has built up a reputation for skill and professional ability which gives him an assured position of prominence among all his fellow citizens and associates. He came to this part of the province thoroughly grounded in all the principles which make the suc-

cessful practitioner, and, when added to this are his tact and social qualities, success was not long denied him, and he is now ranked among the most influential and prosperous men of his community.

Dr. Henderson was born near Londonderry, Ireland, December 10, 1853, his father being S. C. Henderson, a veteran contractor and builder now living in Chilliwack. From a fine literary education in the University of Glasgow, he passed to his professional studies in the same university and was graduated from the medical department in July, 1882. The first four years of his professional career were spent in England, and he was most adequately equipped and experienced when he came out to this northwest country. His brother came out to Chilliwack in the early eighties, being a prosperous farmer there at the present time, and Dr. Henderson followed him in 1886. He became the pioneer doctor in the valley, and his ability speedily gained him a large business, which he has subsequently retained, and his practice extends all over the valley.

In 1889 Dr. Henderson married Miss Frances Jane McCutcheon, a daughter of John McCutcheon, of Chilliwack. Their comfortable and pleasant home has been blessed with five children: Kathleen, Harold L., William Ewart, Dorothy and John Stanley. Dr. Henderson is a member of the Woodmen of the World, and he and his wife are Presbyterians.

HENRY McDOWELL.

Henry McDowell, president of the board of trade of Vancouver, is one of the city's most successful business men and also a pioneer and one who has taken a most prominent part in advancing the phenomenal prosperity of this city which is less than twenty years old. He is vice president of the large wholesale drug business of Henderson Brothers, Limited, which is the pioneer drug firm of the province. The drug business has claimed his attention during most of his career, and in this as in his other enterprises he has been eminently successful.

Mr. McDowell was born in Milton, Halton county, Ontario, March 3, 1862. His father, Robert McDowell, emigrated from Ireland, his native and ancestral country, to Canada in 1849, and in this country followed farming until his death in 1864, when in his thirty-sixth year. He married, in his native country, Miss Mary Ann Doherty, who was born in the vicinity of his own birthplace. She reared their family and lived to be sixty-three years old, her death occurring in 1891. The parents were members of the Episcopal church. The son Henry and his sister, Mrs. Charles H. Monet, are both residents of Vancouver.

Educated in the public schools, Mr. McDowell learned the drug business in his native town, and in 1884 left Milton and went to Port Arthur at the head of Lake Superior, where for two years he was a clerk in the employ of O'Connor and Company. In 1886 he came to Vancouver. Just previous to his arrival the fire fiend had destroyed all there had been in the way of a town, and in the year of his coming Vancouver had its real birth and baptism into a career of greatness. He opened a drug business, and his own interests and prosperity have kept pace with the rapid development of the city. His was the first drug store after the fire, and he continued it on his own account until 1891, when he was joined by H. H. Watson. In 1895 their house was amalgamated with Atkins and Atkins, and this firm of McDowell, Atkins, Watson Company established as many as eleven drug stores in Vancouver, all located on eligible corners of the city. In 1903 they erected a large brick wholesale drug house, fifty by one hundred and twenty feet, and four stories and basement. In 1902 the wholesale business was merged with that of Henderson Brothers of Victoria, and the wholesale trade is continued under the name of Henderson Brothers, Limited, while the retail houses are still conducted under the name of McDowell, Atkins, Watson Company. He has long been a member of the board of trade, and is at the present writing serving as its president.

In 1890 Mr. McDowell was married to Miss Dell Clarke, daughter of Edward Clarke, of Renbrooke, Ontario, and of Irish ancestry. Their three children are Mary Emily, Robert Clarke and Dell McLaren. They have one of the finest residences in Vancouver, and their church home is with the Church of England.

JOHN McCUTCHEON.

John McCutcheon, of Chilliwack, is a British Columbia pioneer of the year 1862, and has since had a long, varied and useful experience in the life and activities of the province and of the entire northwest coast. He has been noted for his enterprise and able conduct of affairs, and has been a valuable factor in the progress and industrial welfare of the country. He has been a citizen of Chilliwack for many years, and here his worth has always been recognized and he is held in high esteem among his fellow men and business associates.

A native of county Tipperary, Ireland, Mr. McCutcheon was a son of William and Jane Gunn McCutcheon, and was born January 8, 1842. His father is now dead, but his mother lives near Dallas, Texas. Prepared for life by a grammar school education in his native land, he took up serious

duties by going out to Australia, where two year of his early life were spent. He came to British Columbia on the ship *Mountain Wave*, being in company with a lot of miners bound for the Cariboo district, and he made landing on September 27, 1862, an early date in the history of the province. Surveyor General Carey informed him and his companions that the wealth of the Cariboo district was grossly exaggerated, and by his representations he induced most of the men to remain near the coast and take up the more sure and settled pursuits of tilling the soil and such industries. The kindly official placed a gunboat at the disposal of the men and assigned them locations at various points on the island, and some time later sent the gunboat around to pick up those who should prove to be dissatisfied. Mr. McCutcheon went to Comox and took up a hundred acres of land on the bay, on what is now known as McCutcheon's point, and where he was one of the factors in founding a settlement. This remained his home for two years, until his energies were devoted to the enterprises which have since occupied most of his time. In 1864 he went on the expedition to run the Western Union telegraph line to Behring's straits, which was to cross to the Amoor river. In two years' time the line was pushed up as far as the Naas river, and he then returned to the Skeena river to take charge of the company's stores. The work was still in progress when word was received that the Atlantic cable had proved successful, and this stopped the enterprise. After remaining in that locality for a year and a half Mr. McCutcheon brought the stores back to Fort Simpson in canoes and left them there until 1867. On his return to Victoria he was sent to take charge of the Whatcom office of the Western Union, and from that point came to Chilliwack, where he has been located ever since. He is the owner of two farms, one of one hundred and sixty acres and a mile from town, and one of eighty acres four miles from town, besides town property.

Mr. McCutcheon was married in 1869 to Miss Caroline Mercy Morey, a daughter of Jonathan Morey of the Royal Engineers. The four children by this union are: Frances Jane, wife of Dr. John C. Henderson, of Chilliwack; Sarah, wife of Robert Marshall, of Chilliwack; William Henry, who is on his father's farm; and John Francis.

Mr. McCutcheon was the first reeve of Chilliwack, and held that position for several years, and is prominent and public-spirited in all community affairs. He is a Liberal in politics, and a member of the Episcopal church. He has fraternal affiliations with Excelsior Lodge No. 7, I. O. O. F.

JOSEPH C. ARMSTRONG.

Joseph C. Armstrong is a pioneer of the pioneers. He has been intimately identified with the province of British Columbia since the spring of 1858, and few men have a more varied acquaintance with the industrial, business and civic activities of the country than he. It is as a pioneer developer and successful operator in the gold fields that his history has its most interesting chapters, but his strenuous participation in those lines of work ceased some thirty-five years ago, and since then he has been by no means retired from the world, as the material prosperity and general welfare of his city of New Westminster can abundantly testify. He deserves to be counted among the leaders and stalwarts of his province, where he has backed by personal influence and effort civic enterprises, industrial growth and general progress.

Mr. Armstrong comes of an old Irish family, being the third son of Captain William Armstrong, who at an early date in the last century emigrated from county Cavan, Ireland, to Canada. For further details of the family history the reader is referred to the biography of Hon. William James Armstrong, in another portion of this work. Mr. Armstrong was born in Durham county, Ontario, April 18, 1837, and received his education principally at Millbrook, the county seat.

The gold excitement of '49 attracted the entire family to the Eldorado on the Pacific slope, and in 1851 they came west and settled in Grass Valley, Nevada county, California, where Joseph Charles had further privileges in the way of attending school. But during most of the seven years of his residence there he was engaged in mining, both placer and hydraulic, and he gained not only an infinite amount of experience, but also some money.

In 1858 the Fraser river gold discoveries offered another field for the gold argonauts, and the Armstrongs joined in the rush for this district. From San Francisco they made the trip by sailing vessel to Victoria, where they arrived in the spring of the year. Victoria at the time boasted of being little more than a Hudson's Bay Company's trading point, the old fort being still in existence and the surrounding country densely wooded and undeveloped. From Victoria Mr. Armstrong and his brother George went on up the Fraser river to Langley. These hardy adventurers saw the heights and depths of mining and prospecting experience during the next few years. They made several trips up the river carrying their blankets and provisions on their backs, going as far as Hope. In 1861 they went to the Cariboo district in the same way, loaded down with supplies and their mining equipment, making the journey by the Douglas route. Their first work, on Antler creek, was not



J. C. Armstrong

very successful, but in the next spring they took up on Williams creek what proved a very rich claim, from which during the two seasons of their stay they took out seventy-five thousand dollars. They packed their gold out with them, having it assayed in New Westminster and then shipped to San Francisco. For three years after this successful work Mr. Armstrong remained in New Westminster and speculated in various properties.

When the Big Bend excitement broke out in 1866 he was among the first to set out for the new field, but did not find success on this excursion, returning soon to New Westminster. In 1868 he once more went to the Cariboo region. He and his brother made a long and arduous search at different places, enduring countless difficulties and physical hardships in that wild country, where flour and beans were worth a dollar and a half a pound, and gum boots sold for fifty or sixty dollars a pair, so that the success which finally rewarded their efforts was well deserved. They discovered the famous Minnehaha claim on Mosquito creek, where, in company with several other parties, they took out a quarter of a million dollars. Some of their pans went as high as thirteen or fourteen ounces, and the richness and extent of this claim may be understood when it is stated that a part of it is being still worked by the Flynn Brothers. But expenses were very high when the Armstrong Brothers were there, and in 1869 Mr. Armstrong returned to New Westminster, without, however, disposing of all his interests in the mine. He concluded to give up the wearing occupation of prospecting and mining, which had given him excellent rewards, but at the same time had compelled him to undergo severe privations. Three times he had footed it all the way from Yale to Cariboo and back, carrying his outfit on his back, and once he had made a similar journey to the Big Bend.

Mr. Armstrong is known as the locator of the Harrison Hot Springs in New Westminster district, now one of the most popular resorts in the province. These springs were originally covered by the waters of the neighboring lakes, and the problem of separating the two was considered by all experts as insoluble. But Mr. Armstrong planned a cut between the lake and the springs which successfully met all expectations, and the fine medicinal waters have since been available to the public. At first he was the sole owner of the property and still retains a large share therein. A delightful hotel, the St. Alice, and baths have been erected, and, surrounded with its incomparable scenery, this is one of the beautiful and restful health and recreation spots of British Columbia. The water of the springs on leaving the ground is of a temperature of one hundred and fifty degrees Fahrenheit. The mineral combination is of the highest tonic and medical value, the analysis showing parts

of chloride of potassium, chloride of sodium, chlorides of lithium, sulphates of soda and magnesium, bicarbonates of lime and iron, and traces of sulphated hydrogen and other mineral and organic matter.

Mr. Armstrong has been a permanent resident of New Westminster since 1869, and has given most of his attention to dealing in various forms of real estate and promoting enterprises of the kind just mentioned. The brick blocks which he first built were burned in the great fire, and were afterwards rebuilt by him. He was prominent in the movement for putting in the first telephones in the city, and is still a stockholder in the company which controls all the telephones in the province. As a staunch Liberal Mr. Armstrong has been very active in public affairs, interested in provincial and Dominion politics, but always refusing to stand for parliament. He served ten years in the city council, and has been a supporter of every legitimate enterprise for the benefit of the city and locality. He is now serving as a member of the pilot commission.

Mr. Armstrong's brother and long-time partner, George H. Armstrong, died on January 5, 1880, when thirty-seven years old. They had been associated in all their prosperous days of mining, and the bonds of sympathy and affection between them were unusually strong and sincere. One of their enterprises which should be recalled was the building, in 1874, of twenty-four miles of the Yale road, from Vedder lake to Cheam, and for this enterprise they employed one hundred white men and fifty Indians and received therefor thirty-five thousand dollars.

November 5, 1885, Mr. Armstrong was happily married to Miss Catharine Freese, who was born in Calaveras county, California. They have two children: Lillooet (which is the Indian word for beautiful) and Noel. Mrs. Armstrong's father was John E. Freese, a pioneer of California and British Columbia.

DALLAS GORDON PERRY, M. D.

Dr. Dallas Gordon Perry is a prominent young physician and surgeon at Duncans, and has been rising rapidly in his profession since entering upon its active practice some five or six years ago. He is a leader in his profession, but is likewise a first class business man, and has entered heartily as a factor in various affairs in his community.

Dr. Perry was born in Ottawa, Ontario, September 21, 1874, being a son of E. A. and Anne Jane (Cattenach) Perry, the former of whom is deceased, but the latter is living at Duncans. The family moved to Winnipeg when the son Dallas Gordon was seven years old, and he accordingly

attended the public schools of that place. Thence he became a student of Manitoba College, from which he was graduated. His professional studies were carried on in the University of Manitoba Medical College, and he received his degree of Doctor of Medicine in the class of 1898. This preparation he followed up with a post-graduate course in the Chicago Post-Graduate School, and was then surgeon on the Canadian Pacific steamers to Australia for several trips. Becoming connected with the Dunsmuir Company at Wellington, British Columbia, he served as colliery surgeon for two years, and in 1900 located at Duncans, where he has since remained and has been caring for a large and representative patronage. He is surgeon for the Mt. Sicker mines, and has large real estate interests in San Francisco.

Dr. Perry affiliates with Temple Lodge No. 33, A. F. & A. M., with the Western Gate Commandery, K. T., and with Gizeh Temple of the Mystical Shrine; and he has passed all the chairs of Duncans Lodge No. 17, I. O. O. F. He is a member of the British Columbia Medical Association, the Canadian Medical Association, and his religious connections are with the Presbyterian church.

O. ALLEN GRAHAM.

O. Allen Graham, who is secretary of the British Columbia Pioneer Society, arrived in the province on the 13th of April, 1862. In the front rank of the columns which have advanced the civilization of the northwest, Mr. Graham has led the way to the substantial development, progress and upbuilding of British Columbia, being particularly active in the growth of Victoria, where he still makes his home. He is numbered among the pioneers of British Columbia, his memory going back to the time when the entire Pacific coast was but very sparsely settled, when the Indians were more numerous than the white men, and the land had not been reclaimed for purposes of cultivation, but remained in the primitive condition in which it came from the hand of nature.

Mr. Graham is a native of England, his birth having occurred in Whitehaven, Cumberland county, on the 22d of February, 1837, the year in which her royal majesty, Queen Victoria, was crowned. His grandfather, John Graham, was of Scotch ancestry, descended from an old Edinburg family. The father, Allen Graham, was born in Bothal, Cumberland county, England, in 1808, and having arrived at years of maturity he wedded Miss Jane Stables, a native of his own county, born in Edgemont. They were farming people, active in their Christian life and exemplifying in their careers the principles that work for good and uprightness in every land and clime.

He belonged to the Methodist church, while his wife was a communicant of the Church of England.

Allen Graham was educated at Edgemont and on putting aside his text books served a six years' apprenticeship in a grocery house. He was subsequently employed in different wholesale houses and still later became an accountant in the counting house of Peck Brothers, but the favorable reports heard concerning British Columbia attracted his attention and awakened a strong desire in him to enjoy the privileges of life on the Pacific coast. He therefore took passage for British Columbia, sailing from Liverpool to New York City, thence going by way of the Isthmus of Panama to San Francisco and on to the Esquimault district. The place then had only a transient mining population, men who were attracted there by the hope of rapidly acquiring wealth, while a few others conducted business enterprises necessary to live in any community. Mr. Graham went to the mines on the Thompson river, but at first failed in his search to secure the precious metal. He then went to the Cariboo district, but his efforts there also ended in failure. He then returned to Victoria, where he spent the winter, having charge of some business at the Seventy Mile House for the Harpers Brothers, at Clinton, large stock growers and also proprietors of flouring mills. Mr. Graham had charge of their business, also became their bookkeeper and continued with them for six years. Subsequently he took up three hundred and sixty acres of land, lived thereon and improved the property, transforming the wild tract into richly cultivated fields, but in 1868 his house there was destroyed by fire. He had built a good two story frame residence and in the fire he lost not only his home but also his agricultural implements, and having no insurance his loss was a severe one. In 1871 he started for Omineca with a pack train and supplies for the purpose of trading, but that country did not prove to be a resourceful mineral district and he was left with a large stock of goods on his hands, while many who had purchased and used his supplies left without paying him. Again, therefore, he suffered heavy losses.

In 1885 Mr. Graham returned to Lorne creek, for the country was almost deserted in the district in which he had hoped to realize a good profit from merchandising. He had hopes of the building of the Canada Western Railway, but that projected enterprise was never carried forward to completion. About this time Mr. Graham received the appointment of gold commissioner on Lorne creek and served in that office for two years or until the office was abolished. After this he was located on Skeene river at the canneries as store keeper, but as the fish industry, which was carried on

extensively there, proved detrimental to his health he was obliged to abandon his efforts there and in 1891 he returned to Victoria, where he has been engaged in trading, bookkeeping and other business pursuits. He has for several years been the competent secretary of the British Columbian Pioneer Society, in which he has taken much interest and he has the credit of having been the prominent factor in the growth and upbuilding of this organization. He spends his time in Pioneer Hall, surrounded by the pictures of the dead and the living who bravely facing difficulties and dangers of frontier life have made the desert to bloom and blossom like the rose and made possible the high degree of civilization and prosperity that this part of the northwest now enjoys, planting many thousands of beautiful and happy homes surrounded by all that taste and refinement can secure.

Mr. Graham is a valued member of the Independent Order of Odd Fellows and is serving as scribe of Vancouver Encampment. He has been an active working member of the Pioneer Society for the past thirty years, is a member of the Church of England and is one of the intelligent and respected early residents of British Columbia who for forty-two years has been an interested witness of the growth and progress of this section of the country, watching the province as it has emerged from pioneer conditions to take its place as the best improved districts of the Pacific coast country.

THOMAS H. HENDERSON.

Thomas H. Henderson, prominent in commercial circles at Chilliwack, has lived in the Chilliwack valley from the early days, when there were comparatively few settlers and agricultural and industrial development was hardly begun. Ranching and merchandising have been the lines along which he has directed his energies most successfully, and besides being an influential participant in these departments of human endeavor he has lent his public-spirited interest and efforts to the progress and welfare of his community.

Lawrence, the state of Kansas, is Mr. Henderson's birthplace, and he was born April 10, 1859, during the stirring ante-bellum days in the states, when Kansas was a constant scene of tragedy and bloodshed. Mr. Henderson is a son of Arthur C. and Rebecca (Hunter) Henderson, well known and highly respected citizens of Chilliwack. Mr. Henderson received a public school education and then took his college course at Baker University in Baldwin, Kansas. He has been a resident of Chilliwack since 1876, in which year he went on a ranch of one hundred and sixty acres with his father. In the following year he took up a ranch of one hundred and sixty

acres on his own account, and this fine tract, which his subsequent efforts developed to a high state of cultivation, remained in his possession until 1903. His father now owns two farms in the valley which he has purchased since coming here. After farming for about eight years Mr. Thomas H. Henderson, in 1884, went into partnership with his brother, the latter having established a general merchandise business in Chilliwack. This business has been carried on with great success for the past twenty years, and is now conducted under the name of A. C. Henderson, Mr. Henderson acting as manager. A large and complete stock of general merchandise is carried, and their trade extends all over the valley.

Mr. Henderson was married in 1893 to Miss Isabella Maultsaid, a daughter of William Maultsaid, of Londonderry, Ireland. Mr. Henderson is a Liberal in politics, and a member of the Presbyterian church.

L. A. LEWIS.

L. A. Lewis, manager of the Burnette Sawmill Company, located at New Westminster, is in this connection controlling an important industry that contributes to the commercial activity of the town as well as to the general prosperity of the stockholders. Through intense and well directed energy Mr. Lewis has risen to his present creditable position in trade circles, not placing his dependence upon any fortunate combination of circumstances, but molding business conditions until they have served his purpose, at the same time winning that respect which is accorded in recognition of allegiance to high principles and ethical commercial relations.

Mr. Lewis was born in Hagersville, Ontario, on the 27th of March, 1864, and is of Welsh ancestry. His father, Lewis Lewis, was born in Wales and leaving the little rock ribbed country of his birth became a resident of Canada when a young man. He settled in Hamilton and was married there to Miss Mary N. Hopper, a native of Ontario. A contractor and builder, he was identified with construction work throughout his entire business career, thus providing for his family. He and his wife held membership in the Methodist church and he died in that faith in the seventy-third year of his age, while his wife, surviving him, is now, in 1904, in her seventy-fourth year.

L. A. Lewis was educated in Dresden, Ontario, and in the commercial College at London, Ontario, and when he had put aside his text books he entered upon his business career as manager of a private bank in Dresden, Ontario, continuing in that position for a number of years. He came to New Westminster in 1887 and was for six months in the employ of the Royal City mills. He then came to his present company in the capacity of cashier and



L. A. Lewis

bookkeeper and filled that position until 1897, when he was made general manager and secretary of the Burnette Sawmill Company, which was organized in 1878 by the DeBeck Brothers, who continued in the management of the business until 1888, when the present company became the owners. The officers are Hugh McDonald, president, and L. A. Lewis, general manager and secretary. The mill has a capacity of one hundred thousand feet of lumber in ten hours. The same gentlemen constitute the Dominion Shingle Company, engaged in the manufacture of shingles, and the capacity of this plant is one hundred thousand shingles in ten hours. They received a diploma for the best shingles at the Provincial fair in 1904. They manufacture all kinds of house finishing materials, including moldings and trimmings, and also deal in doors, sash and blinds. The company owns all of the tug boats used in connection with the business and tows all of the logs from up the Fraser river and far up the coast for a distance of two hundred miles. The Burnette Sawmill Company also manufactures large quantities of boxes, having a capacity of five thousand daily. They have the only nailing machine west of Toronto, and they are the only firm in British Columbia that manufacture dovetail boxes. They also have the most complete printing press for printing labels for boxes in British Columbia and they enjoy a large trade throughout the northwest and extending eastward to Toronto and Quebec. Mr. Lewis has from the beginning been manager and secretary of this extensive and successful industry, and is also one of the stockholders and directors.

In his political views Mr. Lewis is a Conservative. He takes an active interest in all the affairs of the country, being earnestly desirous of its promotion along lines of material, political, intellectual and moral progress. He is the president of the New Westminster board of trade and is a director and one of the executive officers of the Royal Agricultural Society.

In 1892 Mr. Lewis was married to Miss Nettie Dockrill, a native of Ontario and a daughter of Joseph Dockrill, of Port Moody, British Columbia. This union has been blessed with three children, all native sons of New Westminster, namely: Allen, Evan and Valentine. Mr. and Mrs. Lewis hold membership in the Holy Trinity Episcopal church and Mr. Lewis is a past master of King Solomon Lodge, No. 17, A. F. & A. M., of New Westminster. He has thoroughly informed himself concerning the usages and tenets of that ancient and honorable order, and endeavors to square his life by them. He is a very respected business man, while his family enjoys the high esteem of a host of friends.

J. HOWE BENT.

J. Howe Bent has been closely identified with the business activity, especially along the lines of real estate and insurance, in Chilliwack, since 1888, and, being a successful and well prospered man himself, he has also given his influence to the advancement and general progress of the town and community. Being now a man of nearly three score and ten, his career has been filled with activity from the time of boyhood, and, having gained a due meed of prosperity, he is on the threshold of a contented and enjoyable old age.

Mr. Bent was born September 27, 1835, in Annapolis county, Nova Scotia, where his parents, Israel L. and Hannah (Bath) Bent, now deceased, resided for a number of years. After a period of attendance in the common schools and the high school at Bridgetown, he became a clerk in his uncle's store at St. Johns, New Brunswick, and a short time later went to another uncle who had a dry goods business at Halifax, where, during his stay of several years, he acquired valuable business experience. His next enterprise was shipping timber from Cape Breton. Taking a good-sized cargo of various kinds of produce and provisions, he then went to England, and during three years of commercial exploitation he opened up an English market for produce, and then returned to the Dominion. In 1880 he went to Brandon, Manitoba, and after farming a year opened a grocery business which he conducted successfully for six years. He was compelled to relinquish this enterprise because of ill health, and he then came out to Vancouver, where he was engaged in the real estate business for two years. In 1888 he came to Chilliwack and bought four hundred and twenty acres of land for himself and a brother-in-law. He has since sold some of this and now retains about one hundred acres. In Chilliwack he conducts a general real estate and insurance business, and during his residence here he has been the agent of numerous transactions along these lines, being a reliable business man and having gained a well deserved success.

Mr. Bent was married in 1862 to Miss Lavina De Wolf, a daughter of William H. De Wolf, of Nova Scotia. Mr. Bent is a Liberal in politics, and the family are Methodist.

SAMUEL ARTHUR CAWLEY.

Samuel Arthur Cawley is a well known real estate dealer at Chilliwack, and has gained a commendable success in this enterprise and at the same time has made himself a useful factor in developing the material resources of his

locality and promoting the growth and prosperity of one of the most fertile and wealthy districts of the province. He has spent all his adult life, covering a period of more than a quarter of a century, in British Columbia, and his varied undertakings have brought him into prominence as a citizen and business man.

Born in Brant county, Ontario, November 29, 1858, a son of Samuel and Isabella (Falconer) Cawley, both deceased, Mr. Cawley received his early education in the public schools of his native county. The home farm was a scene of rugged and useful training during the first twenty years of his career, and at that age, in 1878, he came out to British Columbia. He purchased land and farmed in the Chilliwack valley until 1890, and then sold out his farming interests and engaged in the hardware business in Chilliwack, carrying on this line of trade until he sold to C. B. Reeves in 1896. He then began mining in the Harrison river district, but after continuing at that a few years he opened up the real estate, insurance and mining business in Chilliwack which he is still conducting.

Mr. Cawley is a Conservative in politics, and a member of the Church of England. Fraternally he affiliates with Ionic Lodge No. 19, A. F. & A. M., with Excelsior Lodge No. 7, I. O. O. F., and with L. O. L., Lodge No. 1470. He was married in 1882 to Miss Emma Reeves, a daughter of Amran Reeves, of Chilliwack and formerly of Norfolk county, Ontario. They have four children, Maud, Ethel, Elwyn and Doris.

HENRY F. HEISTERMAN.

Henry Frederick Heisterman, in whose death Victoria lost one of its worthiest citizens, was a man of rare capacity who in his day was among the foremost in developing the business and municipal interests of the city. His native talent led him out of humble circumstances to large worldly success through the opportunity that is the pride of our American life. Nor was his success to be measured by material standards alone. He developed that type of character which makes for higher ethical ideals in business and in society. He knew the life of the people and he kept a warm and sympathetic heart for the unfortunate and oppressed. He took a keen interest in Victoria's growth, giving active support to many measures for general progress and improvement and further, in his business relations and dealings, he applied the principles of his private life.

Mr. Heisterman was born in Bremen, Germany, on the 22d of July, 1832, and was descended from a highly respected old German family. He acquired his early education in his native country and when eighteen years

of age he removed to Dantzic, where for three years he was engaged in commercial pursuits. In 1853 he removed to Liverpool, England, where he was engaged in the commission business, in which he continued until 1862, and while there he became a citizen of Great Britain, to which country he ever afterward gave his allegiance. Attracted to the Pacific coast by the gold excitement, in August, 1862, he landed at Victoria, and soon afterward started with others for Stikeen. He had the misfortune, however, to lose his canoe and whole outfit, including his supply of provisions, and he returned to Victoria with very little money. Neither had he employment, but he soon afterward established a reading room and a chamber of commerce, and in this venture met with fair success. After conducting the business for six months he sold out and began dealing in paints and glass, in partnership with John Banks. Eight months later the partnership was dissolved and Mr. Heisterman, in 1864, turned his attention to the real estate business, in which he met with almost immediate success, his clientage steadily growing until he was conducting a real estate business second to none in the province, negotiating the large majority of the important realty transactions in Victoria and the surrounding districts. He became largely interested in city property on his own account, making investment as he saw opportunity to purchase judiciously, with promise of speedy rise in valuation. He built one of the first fine residences in this now beautiful city of splendid homes, and the business and the home are still in possession of his family. Through the avenue of his business he had opportunity to promote the upbuilding and substantial improvement of the city and his deep interest in Victoria and its growth was not a minor consideration with him in his business transactions. He also extended his efforts to the field of insurance and represented many of the largest and most reliable insurance companies. In 1884 he admitted G. W. Haynes to a partnership in the business and this relationship was maintained until the death of Mr. Heisterman, which occurred on the 29th of August, 1896, when he was in the sixty-fifth year of his age.

In 1872 Mr. Heisterman was united in marriage to Miss Laura Adams Haynes, a daughter of Perly Haynes, of the state of Maine. They became the parents of seven children, six of whom, together with the mother, survive the husband and father. The sons and daughters are: Laura Agnes, now the wife of D. R. Ker, of Victoria; Sylvia L., the wife of R. E. Brett, of Victoria; Verna A., the wife of Arthur G. Smith; Olive Irene, at home; Henry George Sanders, who is practicing law in Victoria; and Bernard S., who is managing the real estate business.



John Reid

Mr. Heisterman was a very active and valued worker and member of St. Andrew's Presbyterian church and he took a deep interest in the educational affairs of the city, serving for a number of years as a member of the board of school trustees. He was also a member of the board of trade from the time of its organization until his death and he was a very prominent representative of Masonry in Victoria, having taken the degrees of the York rite and become a member of the Commandery. He filled many of the offices in the order and was grand secretary of the grand lodge of the province. He was likewise a valued member of the Pioneer Society and a citizen who enjoyed the confidence of a very wide circle of friends. His name should be enduringly inscribed on the list of the founders and promoters of Victoria.

BERNARD S. HEISTERMAN.

Bernard S. Heisterman, who has demonstrated his right to rank with the leading young business men of Victoria, was born in this city in 1873, and is a son of the late Henry Frederick Heisterman, whose history is given above. He acquired his education in the public schools of his native city and from his youth was more or less closely associated with his father's business, assuming a greater portion of the management as age and experience qualified him for the onerous duties involved in its successful conduct. Upon his father's death he assumed charge of both the real estate and insurance business and is now the senior member of the firm of Heisterman & Company, being associated at the present time with James Forman. This is one of the oldest established real estate enterprises of the city and is known throughout the province because of the scope and importance of the business carried on.

Mr. Heisterman resides in the fine homestead with his mother. Like his father he is a leading and influential member of St. Andrew's Presbyterian church, of which he is now serving as treasurer, and in the various church activities he takes a helpful part. He is also a Sir Knight Templar, a member of the Mystic Shrine, and an esteemed representative of the Native Sons of the Province.

JOHN REID.

John Reid, of New Westminster, has made a career of large and broad success. He is not only one of the prominent business men and manufacturers of his city, but has a variety of other interests identifying him with the community and province as an active factor in public and semi-public affairs. His principal business is as proprietor of a large machine and blacksmithing busi-

ness. Industry, persevering energy, strict adherence to honorable business methods, and general ability in all his undertakings have characterized his success, and it has been a thing of personal achievement with him, for he has progressed from one point to another with a steadiness and sureness that indicate the character of the man rather than any chance good fortune.

Born at Carrickfergus, country Antrim, Ireland, March 28, 1852, of old Scotch ancestry, he was a son of Ezekiel and Mary (Neeson) Reid, both natives of that country, farmers by occupation, and honored and esteemed members of the Presbyterian church and of their community, in which they spent all their lives, the mother dying at the age of sixty-eight and the father at eighty-two.

Mr. Reid was educated at his native town, and remained at home and assisted to work the farm until he was twenty-one years old. In 1873 he emigrated to Canada, and then settled at Ottawa, and there made the beginning of his prosperous industrial career. In Ottawa he began learning the iron foundry business, working at the trade there for four years. He was then employed in the construction of the city water works and also on the parliament buildings. In 1877 he left Ottawa and came direct to Victoria, and thence to New Westminster, where for two years he was a journeyman and for seven years foreman in the business of Mr. W. R. Lewis. In 1886 he bought out Mr. Lewis, and continued the business with Mr. W. Curry as partner. The enterprise grew rapidly, soon expanding to a carriage manufactory, an iron foundry and a machine shop. The partnership was dissolved in 1893, and in the following year Mr. Reid opened up the business as sole proprietor, having continued it so for the subsequent ten or more years. His shop is thoroughly equipped with machinery and is run by electric power.

With the ideals of good citizenship always present with him, Mr. Reid has taken an active interest in local, provincial and Dominion politics. In 1887 he was elected alderman of St. Andrew's ward in his city. He was re-elected in 1888, but owing to an irregularity the election was declared void, and his second candidacy was unsuccessful owing to his firm stand upon the Sunday closing law. In 1889 he was elected an alderman under the new city charter, and while in the city council served as chairman of the fire and light committee. He has also served on the city school board for a number of years, and also on the library commission board. In 1878 Mr. Reid joined the provincial militia, at first being with the Seymour Artillery, later with the Fifth Regiment, and now with the Duke of Connaught's Own Rifles. He has held the office of color sergeant. Mr. Reid is one of the best riflemen in the province, and has often contested with the other crack shots of the militia.

In 1883 Mr. Reid was happily married to Miss Jessie Irving, who was born in Oxford county, Ontario, a daughter of Adam Irving, of Maple Ridge. They have a fine family of seven sons and daughters, all native born in New Westminster, namely: William Irving, Mary Elizabeth, G. May, Catherine, John Albert, Sidney James and Robert Stanley. Their home is one of the many fine residences for which the city is noted, and hospitality and the social graces are permanent characteristics of the Reid household. They are members of the Methodist church. Mr. Reid has served as captain of the uniformed rank of the Knights of Pythias, and is a member of the Woodmen of the World.

WILLIAM PENN JAYNES.

William Penn Jaynes, the well known merchant of Duncans, has been a pioneer in numerous important enterprises in the Cowichan district of British Columbia, and his identification with so many phases of the life and activity of his locality has eventuated not only in prosperity for himself but in wholesome progress and advancement to the entire community of which he is a part. He has been at Duncans nearly twenty years, and in the district over a quarter of a century, and his career, though varied, has been extremely successful and honorable.

Mr. Jaynes was born in Gloucester, England, November 6, 1846. His father, Edwin Jaynes, is deceased, and his mother, Charlotte (Hill) Jaynes, is living in Folkstone, England. Educated at the Crypt grammar school and at King's College in Gloucester, Mr. Jaynes then entered the corn and provision trade, which he continued for eight years. He came out to the Dominion and located at Barrie, Ontario, in 1871. At Barrie he engaged in the steamboat business, building the first steamboat ever constructed at that town, the craft being launched in Lake Simcoe, May 24, 1874, and some years later being burned in Lake Superior. Mr. Jaynes came out to British Columbia in 1878 to take charge of the lumber interests of Messrs. Sutton and Company on Cowichan lake. He had been there but a short time when he established a store at Quamichan. At that time there were only twelve white men in the district, from which fact it is evident that he was there during the pioneer period, and has been a witness to all the subsequent development. In 1886 he established his general merchandise store at Duncans, and has since made this place the center of his operations. He carries thirty thousand dollars' worth of stock in his store, and has one of the most representative and extensive trades of any similar concern in the province.

As has been noted, he was prominent in various business undertakings. He was the first man to establish a creamery in the district, being its first president, and was also manager of the Cowichan creamery, which now occupies the first place among butter-making concerns in the province. He was the first person to introduce thoroughbred Jerseys into the district, and thus set an ideal standard in creamery enterprises. He imported his stock from Flood of Menlo Park, California, and at the present time he maintains a fine herd of about thirty head of thoroughbred animals of this strain. Mr. Jaynes also erected the first feed and grist mill in the district, and was the pioneer in this as in other industries. In the more public affairs of his community he has likewise been an enterprising factor. For eighteen years he served as postmaster of Duncans, and was secretary of the board of education for sixteen years. In politics he is Conservative. He is a member of the Church of England, and fraternally is associated with the Knights of Pythias.

Mr. Jaynes was married in 1870 to Miss Clara Reed. Her father, William Reed, of England, was chief engineer of the government railways in Brazil. Seven children have been born to the household of Mr. and Mrs. Jaynes, as follows: Florence married J. H. Whittome, of Duncans; Ada Isabel married Ernest Price, of Cowichan Lake; Louise is the wife of Edward Hicks Beach, a nephew of the famous Sir Michael Hicks Beach; Beatrice; Percy, who is manager of the Windmill farm of Cowichan; John James, in college at Victoria; and Philip, at school in Duncans.

FREDERICK McBAIN YOUNG.

Frederick McBain Young, a prominent representative of the British Columbia bar engaged in practice at Nanaimo, has been located in this city since 1892 and has achieved a large degree of professional success. He is also interested in public and political affairs, and both in civic and private life is recognized as a man of eminent public spirit, invincible integrity, and high personal worth and character.

Born in the city of Montreal, he was the son of a Presbyterian minister, Alexander Young, now deceased, and his mother, Ellen (McBain) Young, is living in Nanaimo. After completing the work of the Montreal public schools Mr. Young took his college course at Queen's University in Kingston. He began his law studies with Deroche and Madden at Napanee, Ontario, and then went to Toronto, where he articulated himself to the firm of Morphy and Miller, with whom he continued his preparation until his admission to the bar in 1889. In 1892 he came out to British Columbia and

located at Nanaimo, where he has since been busied with the care of a growing and profitable legal practice.

Mr. Young affiliates with Doric Lodge No. 18, A. F. & A. M., and was grand master of the province for the term 1901-1902. His religious adherence is with the Presbyterian church. In 1893 Mr. Young was married to Miss Mary Glaholm, whose father, Thomas Glaholm, is connected with the firm of A. R. Johnson and Company of Nanaimo. Two children have been born to Mr. and Mrs. Young, Alexander McBain and Marguerite Glaholm.

ALBERT T. GOWARD.

Albert T. Goward is best known to the citizens of Victoria as the manager of the British Columbia Electric Railway, and it is interesting to know that he attained to this position entirely by merit, personal efficiency and well directed energy. Mr. Goward is a native of South Wales, England, born in Pembrokeshire, April 4, 1872, being of English ancestry, and his father was a native of Market Harborough, Leicestershire, and is now the librarian in the Victoria city library. The religious faith of the family is Protestant. Mr. Goward received his early education in private schools, and for three years was in the insurance business in Bristol and London. He came out to Victoria in 1890, being still a young man just starting in life, and without any large past success or capital to back him. In Victoria he became connected with the company which he still serves, beginning as a street car conductor. He worked industriously, became familiar with all the details of the system, and as a result was rapidly promoted from one position of responsibility to another until he reached that of manager of the company's business in Victoria, an office which he has most successfully filled for the past five years. It controls the street railways in Vancouver, Victoria and New Westminster, the electric lighting in the three cities, and the gas works in Vancouver and Victoria. This is a business record of which any man might be proud, and Mr. Goward's work and influence in behalf of Victoria are of daily benefit to every citizen and business interest.

The British Columbia Electric Railway is a progressive enterprise. There are, under its ownership and direction, sixteen miles of street railway in and about Victoria, and an equipment of thirty cars take care of the traffic. The company manufacture their own electric energy, obtaining power from Goldstream, thirteen miles from the city, and also from the Esquimalt water works. The company also owns and operates a plant for the electric lighting of Victoria with the exception of the street lights, and three thousand customers are furnished with light from their dynamos. The

old tramway company of Victoria went into liquidation some years ago, and their franchise was then purchased by the British Columbia Company, which has developed the old system and renovated the entire equipment in such effective manner that the Victoria street railway system will compare most favorably with any system of the west or northwest. The company has recognized the tendency toward cheaper fares, and one ticket entitles the holder to transfers over all the lines of the city. Six fares are sold for twenty-five cents, and between six and nine o'clock in the morning and four-thirty and seven in the evening workmen pay twenty-five cents for eight rides, so that the street railway is a great public servant, not a greedy despot. When the present system was purchased the old steam plant was thrown out, and natural power generation introduced; the entire line of track was relaid with fifty-six pound T rails. A number of the cars are forty feet in length, and the system is up-to-date and entirely satisfactory to the people of Victoria.

Mr. Goward was married on July 12, 1904, to Miss F. T. Clarkson, of Bristol, England. Her father was the late Rev. William Clarkson, a minister of the Congregational church. Mr. Goward is a member of the board of trade of Victoria, and in every possible way aids in the progress and development of the city.

WESLEY EDGAR VANSTONE.

Wesley Edgar Vanstone, principal factor in the Vanstone Heating and Plumbing Company, Limited, one of the prosperous manufacturing concerns of New Westminster, has been a leading man of affairs in New Westminster during the past fifteen years. Beginning his career without special advantages or capital, he has made his way to a well deserved success through the exercise of his own inherent powers and ability.

Mr. Vanstone was born in Kincardine, Ontario, in 1868, a son of Josiah and Anne (Sturgeon) Vanstone. His father was a native of Devonshire, England, and his mother came from the north of Ireland. Mr. Vanstone attended the common and high schools of his native town of Kincardine, but his school days came to an end when he was thirteen years old, and thenceforth he came into contact with the severe and practical side of life. In 1889 he came to British Columbia, locating at New Westminster, and there engaged in government contract work for the firm of E. S. Scouler and Company. In 1891 he began the plumbing and heating business, and this was continued with increasing success until in 1904 the incorporation took place under the name of the Vanstone Heating and Plumbing Company, Limited. The trade ex-



Very Truly
W. P. Cantor

tends throughout the province, and there is a branch house at Vancouver. The heating plant which is the specialty of this company and the introduction and sale of which are its principal objects, is the device and invention of Mr. Vanstone, and was patented by him. He has made it the basis of a most prosperous business, employing upwards of thirty men.

Outside of private affairs Mr. Vanstone has displayed his civic usefulness in various ways. He has served three terms in the city council since 1901, and for the past three years has been chairman of the light committee in the council. Fraternally he is affiliated with the Masons.

Mr. Vanstone was married in 1893 to Miss Jennie Swalwell, who was born in Quebec, a daughter of Richard Swalwell. Mr. and Mrs. Vanstone have three children: Lillian, Charles and Russell.

HENRY NELEMS.

Henry Nelems, of Chilliwack, was an early pioneer of this fertile valley, but has spent most of his subsequent, as he had his previous, career in Ontario, whence he has in recent years returned to this favored farming region of British Columbia and established himself in comfortable and enterprising style in the Chilliwack valley. Mr. Nelems is a man of broad ability, and has been successful in the different enterprises which have engaged the energies of his active career. He has also found time to devote to matters of community interest, and is a reliable and public-spirited citizen whenever his services are required.

Mr. Nelems was the son of an Ontario farmer, William Nelems, and his wife Eliza (Gay) Nelems, both of whom are now passed away. Mr. Henry Nelems was born in Oxford county, Ontario, December 21, 1844, and attended the public schools of his native county and worked on the home farm until he was twenty years old. He then went west, and after spending some eight months in the vicinity of Elk Grove, Sacramento county, California, he came to Chilliwack in 1865, and in 1868 he purchased a farm of two hundred and fifty acres in the valley. He conducted this only a short time until he sold it and returned to his native Oxford county. There he was prosperously engaged in farming for twenty-two years, after which he established himself at Woodstock, Ontario, and engaged in the shipping of horses and machinery, and he also conducted a retail store three years. In 1899 he sold out and returned to Chilliwack, and bought a farm of fifty-five acres one mile from town, where he maintains an up-to-date establishment in every way, and on his place may be found an excellent exemplification of modern agriculture in its various departments.

Mr. Nelems affiliates with the Ancient Order of United Workmen, and in politics is a Liberal. He and his family are Baptists. While a resident of East Oxford and of Woodstock, Ontario, he served as city councilman. By his first marriage in 1872 to Miss Sarah Jane Davis, a daughter of James Davis, of Oxford county, he had three children, namely: Ada, who died aged eight years; Melbourne and Roy. In 1892 he married Miss Isabella Howell, a daughter of William Howell, of Brantford, Ontario. They are both held in high esteem in the social circles of their community, and have enjoyed friendship and respect wherever their lives have been passed.

JUSTINIAN PELLY.

Justinian Pelly, barrister at Chilliwack, has been a resident and an active participant in the affairs of British Columbia during the past two decades, and during his ten years' practice of the law has risen rapidly to a high rank in the legal circles of the province. He had already demonstrated his executive and business ability before turning his attention to the law, and his subsequent career has been a record of steady advancement to prominence in a profession where individual merit and enterprising endeavor are the principal factors in success.

Mr. Pelly was born in Essex, England, May 21, 1864, being a son of Justinian Pelly, now deceased, and Fanny (Ingleby) Pelly, who is living in Gloucestershire, England. He was well educated, having the advantages of attendance at the Charterhouse school in Surrey and at Felsted in Essex. When eighteen years old, in 1882, he came out to British Columbia, locating at first in New Westminster, and in the following year went up into the northern part of the province. In 1887 he was employed on a snow-shed survey for the Canadian Pacific Railroad. In the fall of 1888 he articulated himself to Corbould and McColl, barristers of New Westminster, and after a thorough grounding in the theoretical and practical principles of law and jurisprudence he was admitted on July 31, 1893, and at once established himself in practice at Chilliwack, where he has remained to the present time, and has been busied with the care of a growing and profitable practice.

He takes a prominent part in public and official affairs. He is notary public and stipendiary magistrate for the district of New Westminster, is Judge of the small debts court, Coroner for municipality, deputy mining recorder, solicitor for the township of Chilliwack. He is a member of the British Columbia Law Society. In politics he is a Conservative, and in religious views adheres to the Anglican church. He is past master of Ionic

Lodge No. 19, A. F. & A. M., is member at large of the Woodmen of the World, and a member of the Sons of England.

September 11, 1894. Mr. Pelly married Miss Sarah Cecelia Kinsey, a daughter of Stephen Kinsey, of Bracebridge, Ontario. They have two children living, Acton Francis and Raymond Stephen Ingleby.

LOUIS STEMLER.

Louis Stemler is the proprietor of the Pioneer Coffee and Spice Mills of Victoria, which he established in 1875 and which have been run with continuous and increasing success since that year. Mr. Stemler is a fine type of business man, progressive and enterprising, but so thoroughly honorable in all his methods of conducting business that the trade that once comes to him always remains. It is a matter of much satisfaction to him and a sure evidence of his reliability and high reputation in the city that a number of his customers are those who started to trade with him nearly thirty years ago and have never found a better place to buy their goods. Mr. Stemler sells his goods both to the retail and the wholesale trade, and his market extends through British Columbia, the Northwest Territory and the Yukon district. His special brands, which are so well known and have such large demand, are the Grand coffees, the Star spices, and the Hygenia baking powder. He manufactures his own boxes and cans, and for purity and high grade his products cannot be excelled.

Mr. Stemler is a native of Germany, where he was born October 25, 1845, coming of good native stock and lineage. His father, Frederick Stemler, left the fatherland and came out to the Pacific coast as a California forty-niner, and thence, in 1858, was attracted north to the Fraser river excitement. He lived to be seventy-three years of age, and was one of the best known and most highly respected pioneers of the west and northwest. He was a Lutheran in religious faith, and his life and works were upright and honorable.

Mr. Stemler is now the only member of the family in British Columbia. He was reared and educated in his native fatherland, and came out to Victoria in 1865, when his father was in this city. He took and worked a claim in the Cassier mining district, and although that enterprise did not prove a large success he continued his mining operations until he had enough money to start his present business. He has been in the coffee and spice business longer than any other merchant in Victoria, and he has deservedly won the confidence of the public. He has made frequent exhibits of his goods at the agricultural expositions, from which he has received several diplomas. He

has given his undivided attention to the business, and it is due entirely to his own efforts and ability that the Pioneer Mills have gained such a high reputation in this province and elsewhere.

Mr. Stemler was happily married in 1884 to Miss Ann Smethurst, who was born in Victoria. They have two daughters and a son, all born in Victoria and all assisting in the business. The names of these capable young assistants are Maud, Frederick and Hilder. Mr. Stemler was reared in the Lutheran faith, but he and his wife attend the services of the Church of England.

JOSEPH REICHENBACH.

Joseph Reichenbach, a prominent and well known citizen of New Westminster, is president of the **Reichenbach Company, Limited**, one of the foremost retail meat companies in the northwest. Their market is without doubt one of the most up-to-date and complete in America, being equipped with a cold storage plant and all means for proper handling and preservation of meats. The Reichenbach Company supplies an immense trade throughout this part of the province, including numerous mining camps, canneries and mills, besides the large local demand. The generous prosperity which has come to this business is due to the energy and sagacity of its president, and among the young business men of New Westminster none could be selected more worthy of esteem than Mr. Reichenbach.

He was born at Elora, Ontario, in 1867, a son of Joseph and Caroline (Derrer) Reichenbach, who were both early settlers of that part of the province. His father for many years followed the business of butcher in Walkerton, Ontario, and still makes that town his home.

Mr. Reichenbach received his early education in the public schools of Walkerton, but left school at the age of thirteen and began working for his father. During the remaining years of youth he learned the butcher business in all thoroughness and detail, and that training formed the excellent basis on which he has built his success. In 1886 he came to British Columbia and established a market in New Westminster, that being the beginning and the nucleus of his present establishment. He was burned out in the great fire of 1898, but his enterprising ability was manifested by the opening of a place for business on the morning following the fire, so that his fellow citizens did not suffer for lack of meat. Since that time his business has been rapidly expanding, and in February, 1903, he incorporated, with a capital stock of twenty-five thousand dollars, the **Reichenbach Company, Limited**, of which he is president.



A. Reichenbach

Although thus closely identified with private business affairs, Mr. Reichenbach is none the less a most public-spirited citizen. He is an active member of the New Westminster board of trade. In 1902 he was appointed and has since held the position of harbor master of the port of New Westminster. In politics he supports the principles and men of the dominant Liberal party. He has fraternal association with the Odd Fellows and the Fraternal Order of Eagles.

In 1890 Mr. Reichenbach married Miss Ellen L. Fader. She was born in Halifax, Nova Scotia, a daughter of Charles Fader. The five children of this marriage are Mabel, Dorothy, Walter, Olive and Lucie Elaine.

ANDREW E. LEES.

Progress might well be termed the keynote of the character of Andrew E. Lees. It is a noticeable element in his business career, in his citizenship and in his social relations and it has been an essential element in making him one of the valued residents of Vancouver. He has taken an active interest in community affairs and as the champion of many progressive measures has contributed to the upbuilding and improvement of the city.

For a quarter of a century he has been a resident of British Columbia, keeping in touch with its growth, which has been so rapid as to partake of the nature of the magical. He was born in Perth, Ontario, on the 7th of December, 1855, and is of Scotch and English lineage. The founder of the family in America was William Lees, a native of Scotland, who crossed the Atlantic to Canada and settled upon a tract of land which he developed into a highly improved farm. Upon that place William Lees, father of Andrew Lees, was born and reared. He too became a farmer, but did not confine his attention entirely to agricultural pursuits, for he became the owner of a flouring mill and was also interested in the lumber industry. He and his wife held membership in the Presbyterian church and so lived as to exemplify in their lives its teachings. Four of their family have chosen British Columbia as a place of residence: James W., Guy, George Albert and Andrew. Albert is in partnership with Andrew E. Lees.

In the common schools at Fallbrook, Ontario, Andrew E. Lees acquired his literary education, and later he attended the Bellville Commercial College. He came to British Columbia in 1880 and was at first identified with its business interests as an employe in the Royal City Mills, at Westminster. Subsequently he worked at sawmilling in Nanaimo, after which, with capital acquired through his own labors, he purchased an interest in the Royal City Mills, which he conducted for five years, meeting with satisfactory success.

He came to Vancouver in 1889 and was actively engaged in the real estate business for a year as a member of the firm of Lees & Dowson. He then purchased an interest in the clothing business of D. J. McLean, and the firm did business for three years, at the end of which time Mr. Lees purchased Mr. McLean's interest and conducted the business alone and with desirable success until 1899, when he admitted his brother George to a partnership and the firm has since been A. E. Lees & Company. They deal in clothing and men's furnishing goods and now have a large patronage. Mr. Lees' honorable methods in business have made this one of the popular mercantile enterprises in this city of many fine stores, and the excellent line of goods which he carries, combined with honorable methods, insures a continuance of a remunerative public support.

In community affairs Mr. Lees has been an active factor and his interest in the welfare of the city has found tangible evidence in his labors for the general good and substantial improvement of Vancouver. In 1901 he was elected by his fellow citizens to the important office of park commissioner and the work of improving and beautifying the park receives his very able attention. The zoo has been started, much of the park has been adorned by the art of the landscape gardener and a very attractive drive has been built around the park, nine miles in length.

In 1887 Mr. Lees was happily married to Miss Anna Elizabeth Playfair, a distant relative on the maternal side of the family and of English ancestry. They have five children, all born in British Columbia. Their names are William Frederick, Mary Elizabeth, Jessie, Laura and Eugene Arnold. They have a delightful home in Vancouver. Mr. and Mrs. Lees are members of the Methodist church and he belongs to Mount Hermon Lodge No. 7, A. F. & A. M., of Vancouver. He is a past master of his lodge, has been its treasurer for the past seven years, and also belongs to the Ancient Order of United Workmen. His life has been characterized by the enterprise which has been the dominant spirit in the upbuilding of the province, and his marked individuality, manly purposes and unfaltering determination have been the foundation upon which he has builded a success that is as creditable as it is desirable.

SIDNEY J. PITTS.

S. J. Pitts was born in London, England, March 14, 1850, and received his education at the College de France in that city. His father, John Henry Pitts, was born at Tynmouth, Devon, being one of the well known county families of that name, and was established in the city of London for sixteen

years as an East India merchant, with a branch house at Calcutta. Shortly after the excitement occasioned by the news of the discovery of gold in British Columbia and California, the family moved to Victoria, where S. J. Pitts, after completing his education at the collegiate school in this city, entered the law office of Mr. John Copeland, continuing his legal studies till Mr. Copeland left the province. He then changed his career by entering into commercial life as a wholesale commission merchant, meeting with such marked success through his untiring energy and skilful management that his business grew to be one of the largest wholesale importing houses in the province.

Mr. Pitts, always having the greatest confidence in the future of British Columbia, invested largely in real estate, as also in the erection of several business blocks in this city, and has taken a deep and helpful interest in the welfare and progress of Victoria, and everything contributing to its growth and prosperity. He has been particularly interested in promoting commercial activity whereon the substantial improvement and progress of any community so largely depends. The appreciation of his efforts in this direction has been plainly indicated by his being elected president of the wholesale merchants' exchange, and also in his having been elected to his present position of president of the Victoria Board of Trade, in which institution he has long been an active member.

THOMAS WILSON PATERSON.

Thomas Wilson Paterson, a representative citizen of Victoria, is identified with many of the business and public interests of this province and since taking up his residence here has turned his energy in channels of activity of much permanent value to the city and country.

He is a native of Scotland and in his active life has displayed many of the worthy characteristics of the race. He was born near Kilmarnock, Ayrshire, December 6, 1851, and his ancestry is traced back in that country for a number of generations. His father, William Paterson, was born and reared and educated in Scotland. He married Miss Margaret Piersons, a native of the same country, and in 1855 they emigrated to Canada. The father followed farming as his life work, and was held in high esteem in his home locality. He was a councillor of his township, and was also one of the pillars of the Presbyterian church. He was eighty-five years old when called away from life in 1899, and his good wife, who survived him until 1901, attained the age of seventy-nine years. They were the parents of five children, three daughters and two sons, and the daughters reside in

Ontario. John A. Paterson is a farmer residing at Ladner, British Columbia.

Mr. Paterson was educated in the public schools of Oxford county, Ontario, and for the first fifteen years of his life remained on the farm. He then apprenticed to the machinist's trade, and followed public works until 1885, when he came out to Victoria and became engaged in contracting on public works. He built fifty miles of the E. & N. Railroad, and also constructed the Sushwap and Okanogan Railway, and is a stockholder in this line. He built the original five miles of the Victoria tramway, and built and operated for seven years the Victoria and Sidney Railway. He at present is largely interested in milling and in stock and grain farming on his fine estate of fourteen hundred acres near Victoria, and is in the lumber business in connection with the Canadian Pacific Lumber Company. He and his wife have a delightful home in Victoria, and are esteemed members of the society of that city and members of the Presbyterian church. Mr. Paterson has been active in public affairs, and as a Liberal in politics served in the provincial legislature, and during his term was a member of the committees on railways, mines and public accounts.

Mr. Paterson was happily married in 1886 to Miss Emma Riley, a native of St. Catherine, Ontario. Her father, George Riley, is a member of the legislature from Victoria.

HENRY SCHAAKE.

Henry Schaake, of New Westminster, is the proprietor of one of the most important industrial enterprises of the city and province. Like all important undertakings of this character, it was on a small scale that the beginnings were made of the Schaake machine shops and foundry, where are manufactured all kinds of shop machinery, canning and can-making machinery, etc. It is one of the most complete establishments of the kind in British Columbia, and its success is evidence of the masterful ability with which Mr. Schaake has prosecuted the enterprise from the first.

Mr. Schaake is still young in years, but has been connected with mechanical pursuits either as a workman, originator or individual proprietor since he was a boy. Born in Baltimore, Maryland, in 1867, a son of Henry and Caroline (Fieseler) Schaake, natives of Germany, who emigrated to this country in their young days, and his father a prosperous shoe manufacturer of Baltimore, Mr. Henry Schaake was educated in the public schools of Baltimore and when a boy began learning the trade of a machinist in that city. Of an active, originating mind he succeeded in inventing, in 1884, automatic



Henry Schack

can-making machinery, besides following his general trade. He went west to San Francisco in 1887, and there formed the Eagle Automatic Can Company, with which he was connected as superintendent until he came to British Columbia in 1896. His can-making invention had revolutionized that branch of mechanical industry and he has ever since made the manufacture of this machinery or its operation a part of his occupation. On coming to British Columbia he built the Automatic Can Company's plant, equipping it with his own patented machinery, and he remained the manager of this concern until the disastrous fire of 1898. After that he established a plant of his own for the manufacture of canning and can-making machines and also a general foundry and machine works. Only five men were employed at the start, but the force has since been augmented to sixty and the entire industry has expanded proportionately. For the past few years attention has also been given to the manufacture of shingle and sawmill machinery. The firm operates its own machine shop, pattern, blacksmith, foundry and draughting departments, so that it is one of the most complete plants of the kind in the northwest. Further additions and improvements are constantly in progress and the continued growth and prosperity of the concern are practical certainties. Owing to the increased demand for shingle and sawmill machinery in the past few years they have equipped their plant with a complete and modern line of tools especially adapted for the manufacture of general mill machinery. Their patterns and designs for that class of work cover the latest ideas for the manufacture of lumber and shingles, they having in connection with their plant a corps of the most expert workmen and who have made a specialty of adopting new designs and improved methods for the manufacture of this particular line of machinery, this being the only plant in British Columbia who carry a complete line of patterns and designs suitable for the installment of mill machinery of any capacity. In 1904 Mr. Schaaake established a branch for the manufacture of the same line of machinery in Seattle, Washington, and an agency has been placed in San Francisco, where is carried a line of his canning and can-making machinery.

Mr. Schaaake is a member of the New Westminster Board of Trade and is always interested in matters pertaining to the welfare of the city. Fraternally he is a member of the Masonic order. In 1887 he was married to Miss Kate Rider, a native of Baltimore, Maryland, and a daughter of Anton Rider, an old and prominent citizen of that place. Mr. and Mrs. Schaaake are the parents of three children, Carrie, Irene and Howard.

CHARLES A. VERNON.

Charles A. Vernon is a British Columbia pioneer of 1863 and now a prominent and well known resident of Victoria. He has been an active factor in the industrial and manufacturing enterprises of the province, and has shown large capacity for directing interests of great magnitude, and his public-spirited citizenship has always been in evidence throughout his career in the province.

Born in Bedfordshire, England, January 17, 1840, a son of J. E. Venables Vernon, of Clontarf Castle, Ireland, he is a descendant of Norman ancestry, the earliest Vernon, taking his name from the town of that name in Normandy, being a companion in arms with William the Conqueror, and entering England at the time of the conquest. One branch of the family remained resident in England, and the branch from which Mr. Vernon is descended went to Ireland and settled near Dublin, where the generations have remained to the present time, and several fine estates in that vicinity have been in the family name for centuries.

Mr. Vernon was educated in R. M. C. Sandhurst, being trained for military life, and for some time held a commission as lieutenant in the Twentieth Regiment Lancaster Fusileers. In June, 1863, he and his brother, the Hon. Forbes G. Vernon, former chief commissioner of lands and works in British Columbia, sailed from Liverpool for New York, thence by the Panama route arrived at San Francisco and then at Esquimaux, from which point they went to the Okanagan country and established there a large cattle ranch. They were the first settlers in their locality, for some time having the only settlement within a radius of one hundred miles. That is a rich country, and on the fifteen thousand acres of land which they secured they raised immense herds of cattle and horses and carried on the enterprise with marked success in all departments, until they disposed of their holding to the Earl of Aberdeen. They were also engaged in merchandising and mining, and their enterprises formed the nucleus around which the town of Vernon was built up, the name of the brothers being given to that, the oldest town in that section of the province. After spending a number of years in that business and in that locality, Mr. Vernon came to Victoria, where he has since had his home and chief business interests. He has a handsome residence, attractive and noteworthy in a city of fine homes. He is one of the owners of the British Columbia Pottery Company, manufacturers of tile and all kinds of pottery, their works being located on the E. & N. Railroad at Russell. Mr. Vernon is rated as one of the most substantial and

enterprising business men of the province, and as a pioneer resident he takes additional interest in the growth and prosperity of British Columbia and has in many ways shown his eminent public spirit in many matters affecting the city's welfare.

Mr. Vernon was married in 1879, in New York, to Miss McTavish a native of Argyleshire, Scotland. Their eldest child, Albert Archibald, served in the South African war in the Strathcone Horse and is now a lieutenant in the Fifth Contingent Regiment. He is six feet three inches tall, and every inch a soldier and vigorous young man, and has given a very creditable account of himself as one of British Columbia's native sons. He is at present engaged in railway surveying. The second son, Charles Henry, is now in the Bank of Commerce, and the daughter, Violet Mary, is now the wife of Captain Blandy, R. E. The family are adherents of the Episcopalian faith. Mr. Vernon's disposition to retirement and management of his private affairs has never allowed him to engage in public life, and he has accordingly never sought or desired office. However, he served for a number of years as gold commissioner and land commissioner for the province and has also been appointed to the office of justice of the peace.

HENRY CARLYON EDWARDS.

Henry Carlyon Edwards is a successful retail grocer in Victoria and also well known throughout the province through his connection with the great fraternal order of the A. O. U. W. He is now grand master workman of the grand lodge of this order in British Columbia, and his career in the order has been one of unusual honor and marked by faithful and effective efforts towards the upbuilding and strengthening of the society.

Mr. Edwards has lived in Victoria since he was ten years old, and, being educated and reared in this city, has throughout his active life been interested in its welfare and his own enterprises have added permanency to the city's resources. His business course shows his persistency in following out one line of work and in devoting his energies to that line until he arrived at a high degree of individual success. Mr. Edwards was born in England, January 2, 1870, and is of good English ancestry. His father, Richard Edwards, was born, reared and educated in that country, and was married there to Miss Mary Jane Carlyon. Six children were born to them in England, and in 1881 the entire family emigrated to British Columbia, where the father has since followed merchandising in the main. He and his wife are Methodists, and they now reside on Salt Spring island.

Mr. Edwards completed his early education in Victoria, and when but

a boy began learning the plasterer's trade, which he followed until he was nineteen years old. He then accepted a clerkship in the store of which he is now the proprietor, which position has been won by his own labor and business industry. He filled the place of clerk altogether for eleven years, and during this time a change of ownership in the store was made, but without affecting his relationship as an employe. In December, 1903, he purchased this establishment and has since conducted it as a high-grade retail grocery. He put in an entirely new stock of family groceries, and he enjoys a large and profitable trade.

November 28, 1890, Mr. Edwards married Miss Ellen Frances Sarge-son. They have four children, all of whom were born in Victoria, namely: William Francis, Henry Grant, Richard C. and Gerald. They reside in one of Victoria's nice homes, and are held in the highest regard in the social circles of the city.

Mr. Edwards is a member of the Masonic fraternity, holding the office of steward in his lodge. In 1893 he united with the Ancient Order of United Workmen, and he has since filled all the offices of both the subordinate and the grand lodges. He is now serving his second term as grand master workman of the grand lodge of the province. He is also a member of the Degree of Honor. His further fraternal affiliations are with the Knights of Pythias and the Woodmen of the World, and he is a past councillor in the latter order.

JOSHUA KINGHAM.

Joshua Kingham is prominent in Victoria business circles as a coal dealer and representative of several fire insurance companies, and has also manifested a deep interest in the public welfare of the city. He has the reputation of being a straightforward, progressive and enterprising man of affairs, and has won and retained the high esteem of all his fellow citizens.

Mr. Kingham is a native Englishman and comes of an old and honorable English family. He was born February 22, 1866, in Buckinghamshire, and was educated in Bedfordshire. He began business life as an accountant with the firm of T. Lye & Sons, and continued in that line for several years. His brother, the Rev. Henry Kingham, had in the meanwhile come out to Victoria and become assistant rector of the Episcopal church. Impressed by the reports sent back by his brother concerning the natural opportunities and resources of this province, Mr. Kingham was not long in making up his mind to try this new world field. He came to Victoria in 1890, and for a time followed his business as accountant and also

was in the jewelry trade. In 1897 he accepted the agency of the Nanaimo collieries, and has since sold a large amount of coal in Victoria. He is the sole agent for these well known coal mines, and he has built up the trade to large and profitable proportions. In addition he has the agency of the New York Underwriters and of several other prominent companies, and each year writes a number of policies in the city. His attention is also devoted to the business of a large forwarding firm, whose representative he is in this city, and in this capacity he attends to the shipping of a large amount of goods.

Mr. Kingham was married in 1897 to Miss Grace Helen Fawcett, who is a native daughter of Victoria and her father is Mr. Rowland Fawcett of this city. They have three children, all of whom were born in Victoria: Dorothy Grace, Rowland Joshua and Agnes Constance. The family are Episcopalians, attending the Reformed Episcopal church, in which Mr. Kingham is a committeeman. He fraternizes with the Knights of Pythias, and takes an active part in the social and club life of the city. He is president of the Pacific Club, and also president of the Victoria Liberal Association. As a member of the council of the board of trade he finds opportunity to exert his efforts and influence for the welfare of the city, and never fails to do his part in this laudable work.

LUDWIG E. ERB.

Ludwig E. Erb, the founder and for so many years the active proprietor of the Victoria Brewing Company, died at his home in Victoria in 1897. He was a pioneer citizen of the province, one of the ablest factors in the upbuilding of his city, and an influential member of society.

Mr. Erb was born in Cassel, Germany, in 1836. He was reared in his native country, and after the education of the schools passed to a practical training for the affairs of life as an apprentice to the brewer's trade. He came to America at the age of twenty-one, and after passing a few years in New York and San Francisco came up to British Columbia and had an experience in the mining district of the Cariboo, when the gold excitement there was at its height. In 1870 he established the brewing business in Victoria which has so long been conducted under the name of the Victoria Brewing Company, and he was the active manager of this concern until his death, at which time his son Emil A. took charge and still manages the same. Mr. Erb was a member of the Pioneer Society of British Columbia, and was affiliated with the Independent Order of Odd Fellows, and in various other ways was closely identified with the affairs of his home city.

The Erb home is one of the prettiest in Victoria, and the family have a high standing wherever known.

Mr. Erb was married in 1872 to Miss Augusta Jungermann, who was born in Albany, New York, a daughter of Julius L. Jungermann and Barbara Stichel, both of German stock. There are four children in the Erb family: Augusta, wife of J. E. Wilson; Matilda, wife of Biggerstaff Wilson; and Emil A. and Herman.

THOMAS JOSEPH ARMSTRONG.

Thomas Joseph Armstrong, one of the enterprising native sons of British Columbia, is sheriff of the county of Westminster and in many ways prominently identified with the affairs of New Westminster, city and district. He is a member of the well known Armstrong family, which has furnished pioneers and some of the ablest men of affairs that have participated in the growth and development of this section of the province.

Mr. Armstrong was born in New Westminster in 1864, being a son of William James and Honor C. (Ladner) Armstrong. His father is now retired from his former activity in business and public affairs, being one of the honored residents of New Westminster, and his biography is given on other pages of this work.

The common and high schools of New Westminster gave Mr. Armstrong his early educational opportunities. His school days continued until he was eighteen years old, at which age he became a clerk in a book and stationery store. He later went to California and learned the drug business in San Francisco. On returning to British Columbia in 1885 he engaged in the drug trade in partnership with F. H. Coulter at New Westminster, but in the following year disposed of his interests to D. S. Curtis, who is still numbered among the leading drug men of the city. In May, 1886, began Mr. Armstrong's career in public office, at which time he became deputy for his father, who was then sheriff. He continued the deputyship until September 17, 1892, and on that date was appointed acting sheriff of the county of Westminster. On the coming into force of the act dividing the counties of Westminster and Vancouver, on October 27, 1892, he received the appointment of acting sheriff for the latter county also, and held the conjoint positions until July 25, 1893, on which date he was appointed sheriff for county Westminster, and has filled that office ever since. In August, 1901, he was appointed issuer of marriage licenses.

Mr. Armstrong is prominent in Masonic circles, was deputy grand master of the grand lodge of British Columbia, and in June, 1905, was elected grand



L. J. Armstrong

master of the grand lodge of British Columbia in the session held in New Westminster. He is an active member of the Westminster Club. In 1888 he was married to Miss Annie Kerr. She was born in Ingersoll, Ontario, and was a daughter of Daniel Kerr, a pioneer carriage manufacturer of that place. Mr. and Mrs. Armstrong have one daughter, Nora Marguerite. Theirs is one of the most attractive homes in New Westminster, beautiful, not alone for its exterior and interior comfort, but also for its well known warmth of hospitality and geniality.

ALEXANDER H. B. MACGOWAN.

Alexander Henry Boswall Macgowan, the senior member of the firm of Macgowan & Company, shipping commissioners and insurance agents at No. 226 Cambie street, Vancouver, figures prominently in business circles of the city, where he has resided continuously since early in 1888. He has thus been a witness of the phenomenal growth, and in his private business career has kept pace with the progress that has here been made.

A native of Prince Edward Island, Mr. Macgowan was born on the 14th of April, 1850, and the Macgowans are of English, Scotch and Irish ancestry. He is descended from Rev. John Macgowan, who was born in Scotland, but removed to London, England, and was a Baptist minister, devoting his life for many years to the work of the church. His grave is in Bun Hill Fields, London. His son, Peter Macgowan, grandfather of Alexander H. B. Macgowan, was a native of England, but at an early day removed to Prince Edward Island, where he became a lawyer of prominence, serving as attorney general of Prince Edward Island under royal appointment.

William Stanforth Macgowan, father of our subject, was born on Prince Edward Island, and became a successful farmer and merchant. He was also influential and active in community affairs, and served for several terms as high sheriff of Kings county. He married Miss Ann Burston Boswall, who was born in the south of England and was a daughter of Dr. A. H. Boswall, who was born on shipboard near the Rock of Gibraltar, his father having been a naval commander, while his wife, who bore the maiden name of O'Connell, was a lady of Irish ancestry. William S. Macgowan attained the advanced age of eighty-two years, while his wife departed this life in the seventieth year of her age and was buried at Chilliwack, British Columbia. They were the parents of nine children, only two of whom are now living, a daughter, Amelia Macgowan, and the subject of this review.

Alexander H. B. Macgowan was educated in Prince Edward's Island in

the public schools, and throughout his entire life has been engaged in the shipping, commission and insurance business. As the senior member of the firm of Macgowan & Company in this line he is conducting a successful business at No. 226 Cambie street, Vancouver, being associated with his sons Max and Roy, who are young business men of marked ability. The firm represents the Consumers Cordage Company, Limited, the Dominion Bay Company, Limited, the Firemen's Fund Marine Insurance Company, the Sun Fire office, the Fire Insurance Company of North America, also the Bombay Fire & Marine Insurance Company, Limited, the St. Paul Marines and Lloyds Underwriters. The Sun Insurance Company, which the firm represents, is the oldest purely fire insurance company in the world, and the Fire Insurance Company of North America is the oldest of the kind in the United States. His business is one of the most successful in the city in this line, and Mr. Macgowan is one of the pioneer representatives of this field of business activity, wherein he has so carefully directed his labors that his business has increased proportionately with the marvelous growth of Vancouver.

In 1874 Mr. Macgowan was married on Prince Edward's Island to Miss Frances M. Hayden, a native of his own town and a daughter of Alexander Hayden, who was for many years a successful ship builder there and also a justice of the peace. This union has been blessed with five sons, of whom four are living, namely: Max and Roy, their father's partners; Lyle, an accountant; and Erl, who, like his brother, is holding a responsible position as an accountant.

For many years Mr. Macgowan has been a very active member of the Masonic fraternity, having become identified with the craft in 1874. He is a past master of twenty years' standing, and had the honor of being deputy grand master of Prince Edward Island the year he left there. He now affiliates with Cascade Lodge of Vancouver. In politics he is a Conservative, and he has always taken an active interest in community affairs, especially in promoting the prosperity of Vancouver and advancing its material improvement. He was the first secretary of the Vancouver Board of Trade, and filled that office for five years. He was also the first secretary of the Fruit Growers' Association and of the British Columbia Dairymen's Association, and has thus labored to promote various interests which have had direct bearing upon the general prosperity and commercial activity of the province. He served for eight years on the school board of Vancouver, as secretary, chairman, etc., and labored assiduously for the establishment of the present splendid school system here. He was elected to the provincial parliament in

1903, and is a supporter of the McBride Conservative government. He and his family have a pleasant home at No. 1121 Georgia avenue and occupy an enviable position in social circles.

ROBERT CLARK.

Robert Clark, who is one of Vancouver's representative business men, was born in Lanarkshire, Scotland, September 17, 1845, a son of James and Anna R. (McGeoch) Clark. The ancestry of the family can be traced back to the fifteenth century and representatives of the name followed agricultural and mechanical pursuits. Through many generations they were Presbyterians in religious faith. The father of our subject died in the sixtieth year of his age, while the mother attained the advanced age of eighty-one years. They had four children, three sons and a daughter, Robert and Joseph being the only members of the family in British Columbia.

Robert Clark was educated in the villages of Bowling and Kilpatrick. His early connection with business life began in a grocery store, where he was employed for a time. Later he learned the ship-builder's trade and on the 1st of May, 1871, when about twenty-five years of age, he left his native country, taking passage at Glasgow for Quebec. From the latter city he made his way to Toronto, where he remained for three months, after which he entered the services of Captain Dick and went to Fort Francis, where he worked during the year 1871. Subsequently he went down river and made his way across the Lake of the Woods on foot. The party with which he traveled had to get a few muskrats in order to keep from starving, for they thought that they could not hold out until they could reach a place where provisions could be obtained. Finally, however, they arrived at Northwest Angle, Lake of the Woods, and were there given something to eat, so that they did not have to eat the muskrats. Arriving there on the 8th of May, they stopped for the night and secured a large kettle of bean soup, Mr. Clark eating three bowls of it. Refreshed by their meal and their night's rest the party started the next morning to walk sixteen miles. Mr. Clark thus far had traveled in moccasins, but they had become worn out and he had to put on a pair of high-heeled boots, which were not easy to walk in, for the country had been flooded with rain and the ground was inundated with water and slush. For a long distance the party had to wade and the boots rubbing Mr. Clark's heels took all the skin off. The next morning, because of his sore heels, he was unable to keep up with the party and was obliged to take off his boots and socks and walked for sixty miles in bare feet through snow and brush. At length they reached Point Lachine, where they

again stopped for the night, lying on the floor wrapped in their blankets. From that place they walked thirty-six miles to Winnipeg. The river was unable to carry off the water from the melting snow and they waded through ten miles of water ice cold and from six to eighteen inches deep. As they drew near Winnipeg it began to grow dark. Mr. Clark's heels were badly cut and his ankles were swollen and he and another of the party were unable to keep up with the majority of their comrades. Tired out, he threw his pack in a dry place and said he could go no farther. Others of the party, however, returned to him and after resting for a time he made another effort to proceed. The road became easier to travel as they neared the town and when he caught sight of the river and saw the lights of the little town of Winnipeg beyond he was filled with great thankfulness. They reached their destination at nine o'clock at night and again the party slept on their blankets. For two or three weeks after this Mr. Clark was very lame, but as soon as possible he began active work. He built the first steamer that sailed on Lake Manitoba. Going into the forest he picked out the trees, hewed the timber and with help whip-sawed the lumber. He then built and launched the boat and delivered her to the owners, a craft one hundred feet in length. The woods were infested with mosquitoes so numerous that they occasioned great trouble to the men. Their supply of provisions also became exhausted and Mr. Clark found it difficult to retain his helpers until the work was completed. They made a boat to cross the lake two hundred miles for provisions, but the day they intended to make the start help came to them, bringing them needed supplies. They had made sails out of their blankets and thus they sailed the boat across the lake. When this task was accomplished Mr. Clark worked for the Hudson's Bay Company for two or three years, at the end of which time he returned to Grand Forks, afterward went to Morehead and to Duluth, Minnesota, on to St. Paul, Omaha, to Sacramento and later to San Francisco, and he remained in San Francisco for three months and arrived in Victoria, British Columbia, in 1875.

Mr. Clark has long figured prominently in commercial circles in this province. In 1880 he opened a men's furnishing goods store in Nanaimo, carrying all kinds of supplies and conducting the enterprise for a year. He then removed to Yale with his stock and after carrying on business there for a year his store was destroyed by fire and he met with severe loss. He remained at Yale until the spring of 1886, when owing to the building of the Canadian Pacific Railroad he returned to Vancouver. He then opened his store on the same street on which he is now located, and he has a large

and successful business. He built his present store, ninety by one hundred and thirty-two feet, and in it he carries a full and complete line of men's furnishing goods, carefully selected. He is the pioneer clothing merchant of this place and has met with gratifying success not only in his mercantile efforts, but also through his investment in city property, which, owing to the rapid growth of the town, has increased greatly in its valuation. He is now one of the most prosperous citizens of Vancouver and well does he merit the success that has come to him, for in early years he suffered many hardships and difficulties in his attempt to gain a good start in business and by his perseverance and energy he has overcome the difficulties in his path.

In 1890 Mr. Clark was married to Miss Frances Gilmore and they have two sons, Robert James and Cuthbert Norman, both born in Vancouver. The parents are Presbyterians in religious faith and Mr. Clark assisted in building the First Presbyterian church in this city. He has always been deeply interested in the moral and intellectual development of Vancouver and has also contributed to its substantial upbuilding. He was one of the originators of the movement to open the Vancouver city wharf and he has made a good record as a citizen and business man. In the years 1887, 1888 and 1889 he served as a member of the city council, being elected without asking any man for his vote, and he stood at the head of the poll. He is a member of the Caledonia Society, was the second president and is also a member of the Sons of Scotland, of which he was the first chief. He is still an active and valued representative of these orders and he belongs to the Knights of Pythias fraternity, in which he has passed all the chairs and has been grand keeper of the record and seals for two terms. His has been an eventful career in that he has been closely associated with the pioneer development of the northwest and what he has accomplished should serve to inspire and encourage others who in business life have had to start out without capital; as he did.

COLONEL FALKLAND GEORGE EDGEWORTH WARREN,
R. A., C. M. G.

Colonel Falkland G. E. Warren, C. M. G., late Royal Artillery, was born in Dublin, Ireland, on the 16th of June, 1834. His father, Lieutenant Dawson Warren, Royal Artillery, was the sixth in descent from Sir Edmund Verney of Penley, Bucks, England, who was sheriff of Bucks in 1582, one of the five captains appointed to command "The Masters of the County" at the time of the Spanish Armada, and whose son Sir Edmund Verney, of Middle Claydon (of Bucks), was slain at the battle of Edgehill on the 23d

of October, 1642, while bearing, as knight marshal, the Royal Standard of King Charles I.

Lieutenant Dawson Warren left two other sons, the eldest of whom, General Dawson Warren, C. B., is still living. The second son, William, of the Twentieth Regiment Bombay Infantry, was killed at the storming of Reshire in Persia in 1856 in the twenty-fourth year of his age.

Colonel Falkland Warren was educated at the Royal Military Academy, Woolwich, and obtained his commission in the Royal Artillery in 1852. His first foreign service was at Halifax, Nova Scotia, in 1853-54. On promotion to first lieutenancy he proceeded to England, and in 1857 went to Hong Kong on the outbreak of war with China. The troops sent upon this expedition were directed to India to assist in the suppression of the great Indian mutiny. The artillery, to which Lieutenant Warren belonged, reached Calcutta in September, 1857, and were at once dispatched to the front. Colonel Warren's services during these operations embraced the following battles and engagements: The Relief of Lucknow, under General Sir Colin Campbell, in November; the battle of Cawnpore, in December, 1857. In the expedition under General Sir Hope Grant to Fateghur and the storming of Meagunge, Lieutenant Warren commanded the heavy battery, mentioned in dispatches. "In the space of fifty minutes the two heavy guns made a practicable breach. Lieutenant Warren, commanding the heavy guns, deserves great praise for the speedy and effective manner the wall was breached." (*London Gazette*, 25 May, 1858.) The siege and capture of Lucknow, mentioned in dispatches of Brigadier-General George Barker, commanding Royal Artillery: "Lieutenant Warren with a detachment of the Royal Artillery accompanied the infantry into the Kaiser Bagh and turned two of the enemy's guns upon them with good effect." Also mentioned in dispatches of H. E. the Commander-in-Chief, *London Gazette*, 28th of May, 1858. Served in the subsequent operations of the capture of the Morsa Bagh and Moulvie's Mosque under Sir James Outram.

Throughout the hot weather campaigns in Oude under General Sir Hope Grant, including the action of Bari, the destruction of the fortress of Doondia-Kerch, the action at Simri, the occupation of Fyzabad and the passage of the Goomtee at Sultanpore, mentioned in dispatches, *London Gazette*, 31st of January, 1859. He served through the campaigns in Oude in 1859, the capture of the fortresses of Amethie and Shunkerpore, the taking of the forts Rehora and Koelee. Next served in the Trans-Gogra campaign, including the affair of Cherorda, and capture of Fort Mudjidia; at the latter place

commanded the mortar battery. For these services he received the Indian mutiny medal and two clasps.

Lieutenant Warren was promoted to a captaincy in 1859 and shortly after appointed deputy assistant quartermaster general to the Royal Artillery in Bengal, which appointment he held until it was abolished in 1862. In that year he took part in the operations against the frontier tribes of the northwest of India, in 1862-63 at the Umbeyla Pass, including the storming of the Conical Hill, the capture of Lalloo and battle on the plains of Chimla. (Mentioned in dispatches of Brigadier-General Sir W. Turner.) For this campaign he received the Indian frontier war medal and one clasp.

Captain Warren's next war services were in the Bhootan war of 1864-65, when he was present at the occupation of Bissen Sing, the forcing of the Bala Pass, the capture of the stockades at Tassagong, and forcing of the Pass at Buxar. For this campaign he received a clasp to the Indian frontier war medal; and was invalided to England. Captain Warren was appointed to the Royal Horse Artillery in 1867; promoted to first captain in 1869, to major in 1872; appointed to the Royal Horse Artillery ("B" battery) in 1873; promoted to lieutenant-colonel in 1877.

In 1878 Colonel Falkland Warren took service under the foreign office, as the effect of an army warrant would remove him from full pay in the army at the expiration of a few years. His civil service began as assistant commissioner of Larnica, Cyprus; he was shortly advanced to commissioner of Limasol, and in 1879 was appointed by the Queen chief secretary to the government of Cyprus, which position he held until his retirement in 1890. His civil service was declared by the secretary of state for war to count as regimental employment towards pay and military pension. In 1881 he was promoted to full colonelcy and made a companion of the Most Distinguished Order of St. Michael and St. George. On the 16th of June, 1889, he was placed on retired military pay, having completed his fifty-fifth year of age. In 1900 Her Majesty Queen Victoria was graciously pleased to award him a pension for distinguished and meritorious service.

Colonel Falkland Warren married in 1860, at the Cathedral, Calcutta, Bengal, Annie Matilda, the daughter of Lieutenant I. Victor, of the Royal Navy, an officer who had seen much service and suffered several years' imprisonment in France during the Napoleonic wars, and has had the following family:

I. Elizabeth Mary Fitzmaurice, born 1861; married Lieutenant James Bor, R. M. A., died 1882.

II. Annie Evelyn, born 1865; died 1867.

III. Falkland Fitzmaurice, born 1867; served during the Rebellion in Canada of 1886—medal and clasp; the South African war with the Strathcona Horse, medal and clasps. Married, in 1887, Edith Coe, and has issue: Herbert Ernest Falkland, born 1888, and Gundren Y. Falkland, born 1891.

IV. Edith, married, 1898, to Charles T. Loewen, and has issue: Eva Maud, born 1899, and Charles Falkland, born 1900.

V. Maud, married, 1895, to Cecil Smith.

VI. Victor Mackenzie, born 1874, married Rosalind Campion, and has issue: Victor Verney, born 1904.

VII. William Arthur Algernon, born 1876, married Victoria Louise Downey (died, 1903), and has issue: Louise Verney, born 1903.

Colonel Falkland Warren came to British Columbia with his entire family in 1893. He and his sons took up land near Grande Prairie, and in 1897 he moved to and built his present residence at 911 Nicola street, Vancouver.

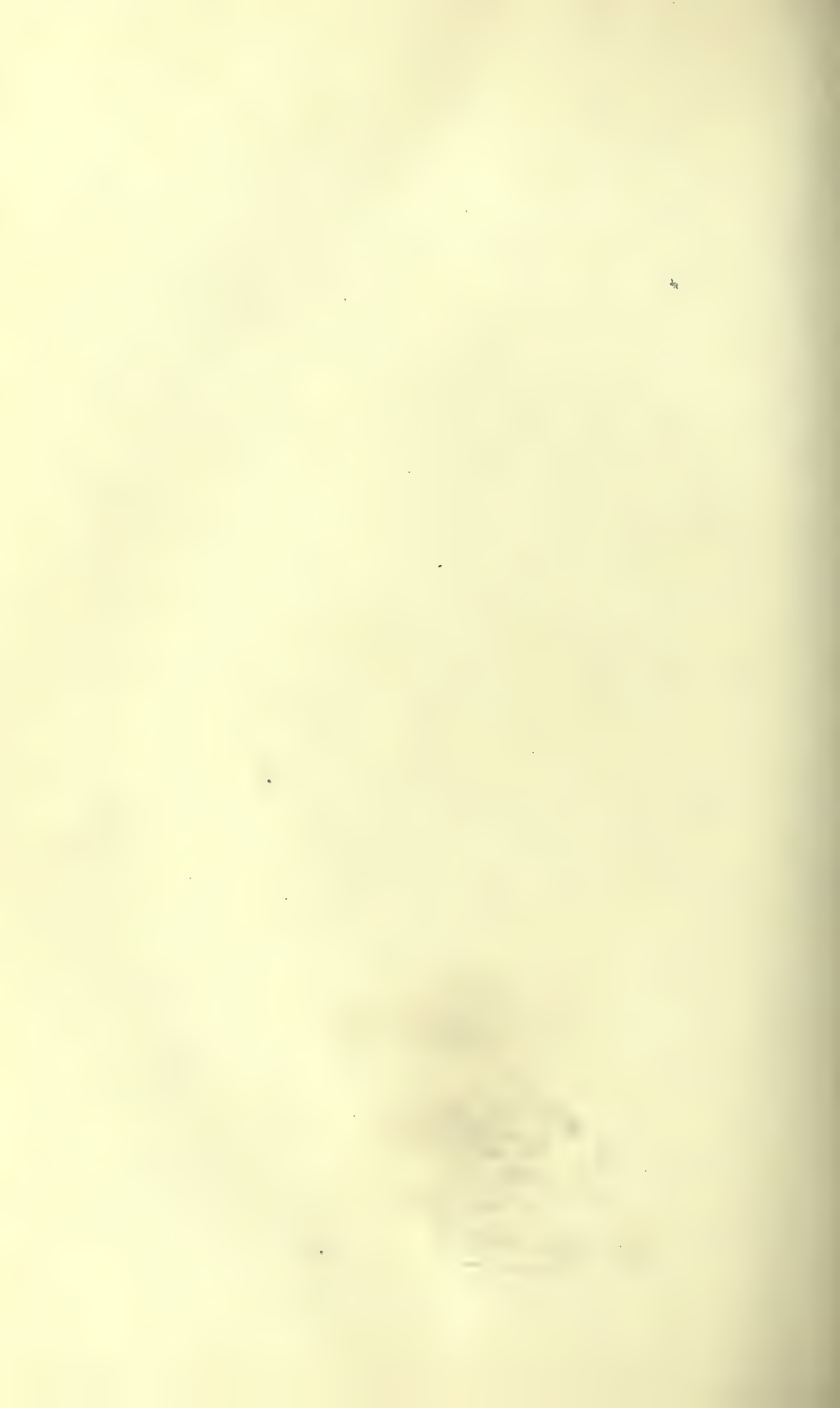
ALEXANDER EWEN.

Alexander Ewen, known throughout British Columbia as one of the foremost salmon packers of the province, has the distinction of being the pioneer in the salmon fishing industry in British Columbia, having been actively concerned in this line of industry for over forty years. He has been a leading factor in the development of the salmon business to its present mammoth proportions in the northwest, and after carrying it on for years as an active proprietor has recently entered into the consolidation of these interests in the Fraser river valley, being now president of the British Columbia Packers Association.

Mr. Ewen's career is a record of "early and late" diligence, persevering application to his chosen line of work, and able business management as his interests have expanded and his success increased. Born in Aberdeen, Scotland, in 1832, he was a son of George and Elizabeth (Shepherd) Ewen, both natives of Scotland. His father was a lifelong fisherman, being among the first to use the trap system in Scotland. After a brief and intermittent education in the common schools of Aberdeen, Alexander went into the business followed by his father, having got his first experience in the work when he was but seven years old. The first thirty years of his life were spent in Scotland as an active fisherman, and in 1863 he emigrated to British Columbia and located at New Westminster at a time when the surrounding country was very wild and with little progress made in industry or civic development. He at once continued his work of fishing, in those first years finding a market for



Alex Ewen



his catch in the Sandwich Islands and Australia, and later in Great Britain. Shipping facilities were then limited, and home trade was scarcely developed at all.

Mr. Ewen first began packing salmon in 1870, and from a very small enterprise in that year he continued to expand it from year to year to a concern of large and profitable extent. The output from his establishment in 1870 was about three hundred cases, while in 1902—the year in which he disposed of his interests to the Association—he was packing annually from fifteen to forty-five thousand cases. At the same time he was interested in two other canneries, the combined output of which went as high as one hundred thousand cases per season. In 1902 occurred the general consolidation of the different canning companies operating on the Fraser river, and he was made president of the British Columbia Packers Association and has large stock in the corporation. Mr. Ewen also has extensive farming interests in the province, owning three estates in the Fraser valley, and has considerable mining and railroad property. Politically he has supported the Liberal party, but has never been attracted by the honors of any public office.

In 1876 Mr. Ewen married Miss Mary Rogers, a native of Ontario, and a daughter of old settlers in the Dominion. Mr. and Mrs. Ewen have three children, all daughters: Adelaide, wife of John Jardine, of New Westminster; Isabella and Alexandria. Fraternally Mr. Ewen is a member of the Independent Order of Odd Fellows.

JAMES ARCHIBALD McNAIR.

Honored and respected by all, there is no man who occupies a more prominent or enviable position in industrial or financial circles than James Archibald McNair, the president and general manager of the Hastings Shingle Manufacturing Company, Limited. This splendid enterprise, proving of marked value to the city of Vancouver through the promotion of its commercial prosperity, is largely a monument to his enterprise, business foresight and capacity. His celerity of mental action has always enabled him to clearly understand a business situation and recognize a business possibility, and his keen discernment and unflagging enterprise have constituted salient features in his success.

Mr. McNair was born in Restigouche county, New Brunswick, on the 11th of August, 1865. In the maternal as well as the paternal line he comes of Scotch ancestry. His father, Nathaniel McNair, was born in Campbelltown, Ayrshire, Scotland, and when a young man emigrated to New Brunswick. He was married there to Miss Martha Archibald, a native of his own

country, who went with her parents to New Brunswick when she was but four years of age, being there reared and educated. Mr. McNair was a farmer and lumberman, carrying on business along both lines. They adhered to the Presbyterian faith of their ancestors and were people of the highest respectability. He died in the sixty-fifth year of his age, while his wife survived him and departed this life in her seventy-fourth year. They were the parents of ten children, of whom eight are living, while five are residents of British Columbia, namely: William, who resides in Okanagan, Canada, and the others are now in Vancouver and Westminster.

James Archibald McNair was educated in River Louison, Restigouche, New Brunswick, and afterward learned the business of lumber under the direction of his father. Subsequently he engaged in business on his own account there in connection with his brother, prior to his removal to the Pacific coast. He came to Vancouver in 1892, because of the better facilities for the successful prosecution of the shingle and lumber business. He was not disappointed in his hope of securing better opportunities here, and is now conducting an extensive enterprise, his product finding a market from the Atlantic to the Pacific coast. At this writing he is the president and general manager of the Hastings Shingle Manufacturing Company, Limited, having a shingle and planing mill in Vancouver and a sawmill at Moodyville, British Columbia, also four shingle mills in the state of Washington. The head office is in Vancouver, and the officers of the company are F. M. Britton, secretary and treasurer, and A. C. Flummerfelt, R. J. Kerr, A. B. Erskine, R. McNair and J. A. McNair, directors. They manufacture all kinds and shapes of cedar shingles, fir and cedar lumber, base, casings, moldings, newels, banisters and veranda posts, and the daily capacity is two million two hundred and fifty thousand shingles, with a dry kiln capacity of eighteen million five hundred thousand shingles and one hundred and fifty-five thousand feet of lumber. The business was incorporated in 1901 by Robert McNair and James Archibald McNair, and they have since associated with them S. H. C. Miner, of Granby, Province of Quebec, and A. C. Flummerfelt, of Victoria, the latter being the chairman of the board of directors, while Robert McNair is superintendent of the mills. The business had a small beginning, the mill being of limited proportions, but gradually its capacity has been increased, modern machinery has been added, and in fact the enterprise has had a phenomenal growth, far exceeding the highest expectations of Mr. McNair, who is now regarded as the shingle king of the northwest. This is an industry that has been one of the most important factors in promoting the wealth of British Columbia, and those who have de-

veloped the lumber trade have contributed in large measure to the growth and improvement of this portion of the country. In his relations with his employes Mr. McNair is always just and considerate, and they recognize the fact that good service on their part means promotion as opportunity offers. In his relations with his patrons he is known to be extremely reliable, the place of the house being in conformity with the high standard of commercial ethics. His success is undoubtedly due in large measure to the fact that he has persisted in a line of business activity in which he embarked as a young tradesman, and thus has gained a thorough and comprehensive knowledge of the business, which combined with his unflagging enterprise and keen discernment have made him one of the most successful controllers of the great productive industries of British Columbia. He is also connected with the grocery business in Vancouver, where is conducted a large retail establishment.

Mr. McNair was happily married in 1887 to Miss Minnie G. McKay, who was born in Dalhousie, New Brunswick, and is a daughter of Alexander McKay, also a representative of an old Scotch family. They have two children, a son and daughter, the former, R. W. M. McNair, born in New Brunswick, and the latter, E. L. McNair, in Vancouver. Mr. and Mrs. McNair are members of the Knox Congregational church, in which he is serving as deacon and also as chairman of the board of managers. He is likewise active in the work of the Young Men's Christian Association, and for the past three years has been president of that worthy organization. His is a well balanced mind, not so abnormally developed in any direction as to make him a genius, but marked by steady growth along many lines he has won notable success in business, and at the same time has given due attention to intellectual and moral development, being the champion of many movements and measures which have contributed in these ways to the growth and progress of his adopted city.

THOMAS F. NEELANDS.

Thomas F. Neelands, one of the builders and pioneers of Vancouver, has advanced its interests through various operations which have resulted in not only personal benefit, but have been an important factor in the improvement of the city. He has also contributed to public progress through his administration of the office of mayor, and has upheld its moral and commercial development. Thus his efforts have contributed to the general good along various lines, and Vancouver honors him as one of its representative

men. He has resided here continually since 1885, or prior to the city's incorporation.

A native of Canada, Mr. Neelands was born in Ontario on the 8th of March, 1862, and is of Irish lineage. His great-grandfather, Gregg Neelands, his grandfather, John Neelands, and his father, William Neelands, were all born in county Cavan, Ireland, and together they emigrated to the new world, settling in Canada in 1832, upon a tract of land in the province of Ontario. They became pioneer farmers there, active in reclaiming the wild lands for purposes of civilization, and there their efforts contributed to the substantial development and material upbuilding of the community. Gregg Neelands lived to a very advanced age, having sometime passed the eightieth milestone on life's journey ere called to his final rest. John Neelands, however, died at the age of fifty-nine years, while William Neelands passed away at the age of sixty-six years. They were a family of Methodists, joining that church in its infancy as followers of Wesley. Generations were represented by pious men who became pillars of the church and were devoted to the welfare of their fellow men. William Neelands married Miss Mary A. Hicks, who was also born in county Cavan, Ireland, a daughter of John Hicks, who in leaving the Emerald Isle took up his abode in Ontario. Six sons and two daughters were born of this marriage, four sons and two daughters of whom are still living.

Thomas F. Neelands was educated in the schools of Ottawa City, after which he removed to Winnipeg, where he remained for three years and nine months. The great west attracted him, however, and he arrived in 1885 on the present site of the city of Vancouver. Since that time he has been closely identified with its business and municipal interests, and his enterprise has contributed to the work of upbuilding in large and beneficial manner. He was engaged in the commission and contracting business for a short time, meeting with fair success, and then became connected with the Pacific Loan & Building Society. He has also been a dealer in real estate on his own account, erecting several of the buildings of the city and negotiating many realty transfers.

In his political views and actions Mr. Neelands has maintained an independent policy, desiring the greatest good for the greatest number. He was elected alderman in 1897, 1898, 1900 and 1901, and that his official service was satisfactory to the people and won their entire confidence is indicated by the fact that he was chosen for the high office of mayor, acting in that capacity in 1902 and 1903. It was during his administration that the City Hospital was placed in the hands of a private board of control, a step that has



Geo. H. Cowan

proved a wise and beneficial one, as acknowledged by all. Other progressive and helpful measures were instituted by or received the support of Mr. Neelands. Several blocks of land in different parts of the city were secured for park purposes, and also a portion of water frontage on English Bay was secured by the city for bathing and recreation purposes, adding largely to the beauty as well as the benefit of Vancouver. Mr. Neelands, although figuring in political affairs, has never been a politician in the sense of office seeking, and has declined on two occasions to become a candidate for the local legislature.

On the 26th of April, 1888, was celebrated the marriage of Mr. Neelands and Miss Mary E. Macey, who was born in Markham, Ontario, and is of English lineage. They are valued adherents of the Methodist church, and Mr. Neelands had the honor of being a trustee of one of the first churches built in the city after its incorporation. He belongs to the Masonic order, and is also a member of all branches of the Independent Order of Odd Fellows, and is now serving as grand master of the British Columbia jurisdiction. He is likewise connected with the Knights of Pythias, and through his fraternal relations has extended his acquaintance and won many warm friendships. He stands as a high type of progressive citizenship. In political thought and action he has ever been independent, carrying out his honest convictions without fear or favor. No trust reposed in him has ever been betrayed in the slightest degree, and the general public entertains for him the highest respect, while those with whom he has been more intimately associated give him warm friendship and unqualified regard.

GEORGE HENRY COWAN, K. C.

The name of George H. Cowan, K. C., throughout British Columbia stands sponsor for the claims of the Province upon the Dominion for better terms, and it is as an advocate by speech and pen of provincial rights that he is perhaps best known. Born at Warwick, Ontario, of Irish parentage, William and Anne (King) Cowan, he no doubt inherited from his ancestry something of his conservative leanings in politics and his Evangelical views in church matters. He received his education in the Collegiate Institutes of Strathroy and Brantford and in the University of Toronto, from which in 1884 he was graduated with the degree of B. A., and with first class honors in Logic, in Mental and Moral Science and Civil Polity. He then pursued the study of law in Toronto and in November, 1889, was called to the bar. He began practice in London, Ontario, the firm being Cowan & Gunn, which continued until the spring of 1893, when he came to Vancouver. Here he

formed the partnership of Cowan & Shaw and later Cowan, Kappele & McEvoy, which has since enjoyed a profitable share of the legal business of the city and district. In 1896 Mr. Cowan was appointed Queen's counsel by the Dominion Government, and in 1905 King's counsel by the British Columbia government.

Besides being an able legal practitioner whose ability and achievements have proved an ornament to his city and province, Mr. Cowan has done much valuable research work in problems that affect the welfare of British Columbia. His article in the Canadian Encyclopaedia on the "Chinese Question" did much to prepare the minds of the East for the imposition of the present Chinese head tax. The immigration law drafted by him, and year after year enacted at Victoria and disallowed at Ottawa, has proven the only effective check of the kind the province has ever had to undesirable immigration.

But it is his services in the cause of better terms for British Columbia which find most grateful recognition. His written work on the subject had no sooner issued from the press than it was looked upon as an important state document, and some of the speeches in which he has expounded and amplified his views lay down fundamental principles so broad and clear with a display of knowledge so rich and accurate and an analysis of facts and theories so keen and thorough that they stand unsurpassed in the political history of the province.

In the Dominion elections of 1896 Mr. Cowan was the straight Conservative nominee in Vancouver, his opponents being the late George R. Maxwell, as an independent, and W. J. Bowser, as an independent Conservative. Mr. Maxwell was elected over Mr. Cowan by a narrow majority.

Mr. Cowan married in 1897 Miss Josephine Irene Downie, a daughter of the Rev. Canon Downie, of Watford, Ontario. They have four children by the marriage, three daughters and one son. As a member of the Church of England and in its synods, his sympathies are distinctly Evangelical. His fraternal associations are with the Masonic order.

JOHN W. COBURN.

John W. Coburn, of Ladysmith, has been prominently and closely identified with the business and civic interests of this town, and was one of the foremost factors in making it the commercial and industrial center which it now is, and he is still using his influence and efforts in every possible way to enlarge and promote its future possibilities and resources. His citizenship is public-spirited and progressive in a high degree, and just such enterprise as he



John W. Leckum

has manifested is the most valuable asset a growing town can have. Mr. Coburn is a successful business man, and, beginning in the time of boyhood, he has risen steadily, by diligence and application, through various grades of responsibility to his present prosperous place among the men of affairs in British Columbia.

He was born near Frederickton, New Brunswick, August 30, 1859. His father, Andrew W. Coburn, is now living at Harvey, New Brunswick, and his mother, Elizabeth (Measer) Coburn, is deceased. After a period of education in the public schools of New Brunswick, he took up railroad work, and that continued the principal line of his pursuit for many years. He moved to Winnipeg in 1884, and for a year was employed in a wholesale clothing house at that point. In 1885 he came to British Columbia, where he entered the employ of the late Robert Dunsmuir, and was sent out as the first trainman on the construction of the Esquimault and Nanaimo Railroad. He remained in the employ of that road for sixteen years and three months, in various capacities, principally as railway conductor. He severed his connection with the railroad in September, 1901, and then formed the Ladysmith Lumber Company, of which he is now managing director and largest stockholder. He also assisted in the formation of "The Shawnigan Lake Lumber Company," of which he is still a director. He has been successfully engaged in the lumber business for the past three years, and has become a substantial and reliable factor in the business circles of the district. He is president of "The Ladysmith Hardware Company, Limited."

The affairs of his home town have always held Mr. Coburn's attention, and he has been a leader in developing Ladysmith. He served as alderman of Wellington for one year, and in 1900 was elected mayor of that municipality and served as such until the town was disincorporated. He was one of the prime movers in securing the incorporation of Ladysmith, and was elected mayor of the town by acclamation in 1904, and also in 1905. He is a staunch Conservative in politics, and the family religion is Presbyterianism. His fraternal affiliations are with St. John's Lodge, No. 19, A. F. & A. M., and with the Ancient Order of United Workmen.

Mr. Coburn was first married on December 13, 1892, to Miss Ellen C. Little, a daughter of David Little, of Harvey, New Brunswick. By this union there are two children, Leila Maud and Dora Pauline, whose mother died at Nanaimo on November 6, 1895. On February 2, 1899, Mr. Coburn married Miss Ellen Cowie, a daughter of Alexander Cowie, of Fannie Bay, British Columbia. The two children of this marriage are Wallace Andrew and Gordon Hastings.

HON. THOMAS ROBERT McINNES.

Hon. Thomas Robert McInnes, late lieutenant-governor of the province of British Columbia, was born at Lake Ainslie, Nova Scotia, on the 5th of November, 1840, and was of Highland Scotch ancestry. His father, John McInnes, was born in Inverness, Scotland, and married Miss Mary Hamilton, a daughter of Captain Edward Hamilton, of Paisley, Scotland. Desirous of seeking a home in the new world and of enjoying its business advantages, John McInnes left the land of hills and heather and located at Lake Ainslie, Nova Scotia, in 1825. Prior to this time he had been a sea captain, but in the new world he turned his attention to farming, owning lands there.

Governor McInnes was educated in the normal school at Truro, Nova Scotia, and then matriculated in Harvard University at Boston, Massachusetts, where he took a medical course. With broad general knowledge to serve as the foundation upon which to rear the superstructure of professional learning he then began preparation for the practice of medicine and was graduated from Rush Medical College of Chicago, Illinois. During the latter part of the Civil war in the United States he offered his services to the south as a surgeon and acted in that capacity until the close of hostilities. Subsequent to the close of the war he established his home in Dresden, Kent county, Ontario, and was there happily married in 1866 to Mrs. Martha E. Webster, of that place, the widow of George Webster, of Dresden.

Governor McInnes had not long been a resident of Dresden until his abilities were recognized in a public way by his election to the office of reeve (mayor) of the town. His loyalty and fidelity to duty stood as unquestioned facts in his career and in 1874 he was nominated for the Ontario legislature. This honor, however, he declined, for he had decided to remove to New Westminster, British Columbia, and in the spring of 1874 he came to the province and entered upon the practice of his profession, his efforts being attended with marked success. Again he was called to public office by those who recognized his fitness for leadership and his devotion to the general good, being chosen mayor of the city. He thus controlled its municipal affairs during the years 1877 and 1878. He also continued in the active practice of his profession and was appointed surgeon of the Royal Columbia Hospital and superintendent of the British Columbia Insane Asylum. Further honors of a partly political nature were conferred upon him when in 1879 he was elected to the house of commons at a by-election as an independent candidate, defeating the Conservative candidate. At the general

election of that year he was again chosen for the position. In 1881 he was appointed senator by Lord Lorne and took a very active part in shaping the political policy of the province at that time. Desirous of promoting the general welfare and laboring for the greatest good to the greatest number he championed many measures, the value and benefit of which are now widely acknowledged. He took great interest in establishing a Canada mint, and was the first to advocate such an enterprise. He studied closely questions of national and international importance, and was the first to advocate a board of reciprocity with the United States, but because of the attitude of the United States concerning the tariff question this was not carried into effect. and Governor McInnes subsequently became an imperial federationist. In 1898 he was appointed lieutenant-governor of the province. The politics of the country was then in a transition state, which resulted in the establishment of federal party lines. During his term of office he dismissed the Turner ministry in July, 1898, and this occasion caused much political turmoil, but he was sustained therein by the legislature. In 1900 the Semlin government which had dismissed the Hon. Joseph Martin from its cabinet was in turn dismissed by the governor. On being defeated in the legislature the Hon. Joseph Martin was then called upon to form a government and this movement, because of the bitter opposition to Mr. Martin by leading members of both parties, resulted in official antagonism at Ottawa against the governor, and Mr. Martin was defeated at a general election, and the governor was called upon to resign. This he refused to do on the grounds that his action had been constitutional, but it was overruled by the government of Sir Wilfrid Laurier, and in June, 1900, he was dismissed. There has never been any doubt, however, that he was ever true to his honest convictions and his course was sustained by many eminent men of the province.

Retiring from politics Governor McInnes came to Vancouver to make his home. In 1901 he traveled through Australia and New Zealand and made a close study of the political measures and noticed particularly the government ownership of the railroads, for of such a course he had always been a strong advocate. While on this tour he was the guest of the various premiers of the Australian states and New Zealand, and was given every opportunity of observing the workings of their governments. In 1903 he was made an independent candidate by the house of commons in a by-election held in Vancouver, but was defeated. He departed this life on the 19th of March, 1904.

Governor McInnes had been an enthusiastic rifleman and he served as president of the Senate Rifle Club of Ottawa and also of Vancouver Rifle

Association, and he advised proficiency with the rifle rather than attention to drill or parade, and advocated that all boys over fourteen years of age in the schools should be instructed in the use of the rifles. Governor McInnes was reared in the Presbyterian faith, which had been that of his ancestors, and his life was at all times actuated by honorable principles and manly purposes. As the result of his professional skill and business capacity he at one time became the owner of fine property, but he also had other mining speculations. He was a skilled physician and surgeon, was an honest man and possessing strong convictions had the courage to stand by them.

Governor McInnes and his wife had two sons. The younger, W. W. B. McInnes, was born in Dresden, Ontario, on the 8th of April, 1871, and pursued his education in the New Westminster high school and Toronto University, being graduated from the latter institution with the degree of Bachelor of Arts in 1889. In 1893 he was called to the bar of British Columbia and began his practice in Nanaimo. In 1896 he was elected as an independent Liberal to the house of commons, defeating Andrew Haslam, who had filled the seat during the previous term. While in the house he was the youngest member and was assigned the honor of making the speech in reply to the address from the throne under the Liberal regime of Sir Wilfrid Luarier. From the beginning of his political career his brilliant oratory attracted attention throughout the Dominion. In 1900 he resigned his seat and in the provincial campaign was a staunch supporter of the Hon. Joseph Martin, and was elected to the local legislature. In 1903 he was chosen at a by-election as provincial secretary in the government of the Hon. Colonel E. G. Prior, and in 1903 at the general election he was re-elected a member of the provincial house. He resides in Nanaimo, where he is practicing his profession.

The elder son, T. R. E. McInnes, was born in Dresden, Ontario, on the 29th of October, 1867, and was educated at New Westminster, attending the high school there, and was also a student in Trinity College school, of Port Hope, and in the Toronto University, being graduated from the last named in the class of 1889 with the degree of Bachelor of Arts. He was then called to the bar of British Columbia in 1893 and practiced in connection with his brother in Nanaimo until April, 1896, in which year he was made secretary to the Canadian commissioner of the Behring sea claims commission. In 1897 he went to Skagway with a force of police and customs official. This was at the time of the Klondike rush. He was his father's private secretary during Governor McInnes' administration and was afterward secretary of the British Columbia commission. Since that time

he became a member of the law firm of Cane & McInnes, his partner being G. Filmore Cane.

On the 20th of December, 1889, Mr. McInnes was married to Miss Laura Hostetter, a daughter of John Hostetter, late of Toronto, and they have one child, Loftus.

EDGAR FAWCETT.

Edgar Fawcett, a Victoria pioneer of 1859, is one of the best informed men in the city concerning the history and material development of this portion of the province, and he himself has taken no insignificant part in affairs of a general public nature. He has furnished the papers of the city with a number of well written and interesting articles containing valuable reminiscences of early days in Victoria, and is a recognized authority along these lines and takes much pride in preserving and publishing to the world the records of this flourishing city of British Columbia.

Mr. Fawcett is a native of Australia, having been born during the few years of the family's residence in that country. He was born at Sydney, February 1, 1847, and the ancestry on both sides is of substantial English stock. His father, Thomas Lea Fawcett, was born in Kidderminster, England, and during his adult career there was a carpet manufacturer. His mother was born in Birmingham, and her father was a manufacturer. Mr. Fawcett, Sr., was a cousin of Sir Rowland Hill, late P. M., of England. They emigrated to Australia in 1838, and remained there until 1849, in which year they emigrated to San Francisco, becoming pioneers of California, arriving February, 1850. In that state his father invested in a vessel which he employed in freighting lumber from British Columbia to England, but in 1857 this vessel was lost in the Fuca straits, causing him a severe financial embarrassment. In 1858 the father preceded his family to Victoria, where he hoped to recoup his losses, and where the remainder of the family followed in 1859. He lived an honored citizen of this city for some thirty years, having filled the office of government agent at Nanaimo for three years. In 1889 he returned to England, and died there at the age of seventy-six years. In Birmingham, England, in 1838, he had married Miss Jane Wignall, and they became the parents of six children, two of whom now reside in British Columbia, namely: Rowland W. and Edgar, and a third son, Arthur, is in London, England.

Mr. Fawcett was a boy of twelve years when the family located at Victoria, and in that early period of the city's history, when there was little more than a village on the site of the old fort, he used his observing facili-

ties to good advantage and carries in his memory exact impressions of early events and scenes as he saw them then. He received his education in this city at the collegiate school and the Colonial school. He began his business career in the upholstering business, which he continued with his brother until 1882. In that year he entered the Dominion civil service, at first as a clerk in the custom house, and for the past twenty-three years he has given this branch of government work his undivided attention. He has been promoted from time to time until he is now assistant appraiser and in charge of the postal package office.

Mr. Fawcett served as sergeant in the old Victoria Rifle Volunteers, which were lately merged in the Canada militia under Colonel Wolfenden. He was also among the first to join the volunteer fire department of the city. He has been a member of the British Columbia Pioneer Society since its organization, and is now the only remaining charter member. He was secretary at the first meeting of this society when it was organized in Smith's Hall, Government street, April 28, 1871. He is also a veteran member of the Odd Fellows, having joined that order in 1868, and he has the honor of being affiliated with the California Pioneers.

Mr. Fawcett was happily married in 1870 to Miss Myra Holden, who was born in Mackelsfield, Yorkshire, England, and who has become the mother of six children, all born in Victoria. The eldest, Thomas Douglas, is now purser on the steamship "Princess Victoria;" Edgar is an engineer on the "Empress of China;" and Myra Louise, Olive Annie, Victor Cecil and Elizabeth Hazel are all at home. The family have a beautiful residence, situated on Victoria arm, and which they have fitly called "Dingley Dell." They are members of the Reformed Episcopal church, and he is a member of the church committee, and was very active when this denomination was organized about thirty-one years ago.

FREDERICK BUSCOMBE.

Frederick Buscombe, whose intense and well directed business activity has made him a leading factor in the commercial circles of Vancouver, where he is now conducting a large wholesale and retail china and glassware establishment, first visited the site of Vancouver in 1884, although the few little buildings which then marked the city were not called by its present name. In the same year he visited Victoria, and again in 1886 he came to Vancouver, but did not take up his permanent residence here until 1891, since which time he has figured prominently in its mercantile circles.

Frederick Buscombe, born in Bodmin, England, on the 2d of Septem-

ber, 1862, is of Cornish ancestry. His father, also a native of Bodmin, was married there to Miss Isabella Ollver, a native of Liskeard, Cornwall, and in 1870 they sailed for Canada, locating at Hamilton, Ontario, where the father began contracting and building. He is still engaged in active business there, although now in his seventy-second year. He is a worthy member of the Church of England, and throughout his entire life he has commanded the respect and good will of his fellow citizens. Unto him and his wife were born nine sons and a daughter, all of whom are living and constitute a most highly respected family.

Frederick Buscombe and his brother George, who is associated with him in business, are the only members of the family in British Columbia. The former was in his eighth year at the time of his parents' emigration to Hamilton, Ontario, and there he acquired his education. He became familiar with the china and glassware trade as an employe in the house of James A. Skinner & Company, dealers in those lines of merchandise, and opening the business in Vancouver for that house he remained a member of the firm until 1899, when he purchased the interest of his partners. Under Mr. Buscombe's management the business has grown to the largest wholesale and retail house of the kind west of Toronto, occupying eleven floors, twenty by one hundred and twenty feet, all filled with the choicest china and glassware and house furnishings. They find a ready market for their goods throughout British Columbia, the Northwest territory and the Yukon district. This is the only wholesale china house in Vancouver and enjoys a large city trade in addition to the out of town shipments. Not only has Mr. Buscombe developed a profitable and extensive business, but enjoys the fullest confidence of the leading business men of the city as well, and has the respect and good will of the purchasing public.

Mr. Buscombe has noted with interest the possibilities of the country and its development and has co-operated in many measures for the general good. He was formerly president of the Board of Trade, and is a member of its council and the board of arbitration. He is far sighted and in matters of business policy and possibility his judgment is rarely, if ever, at fault.

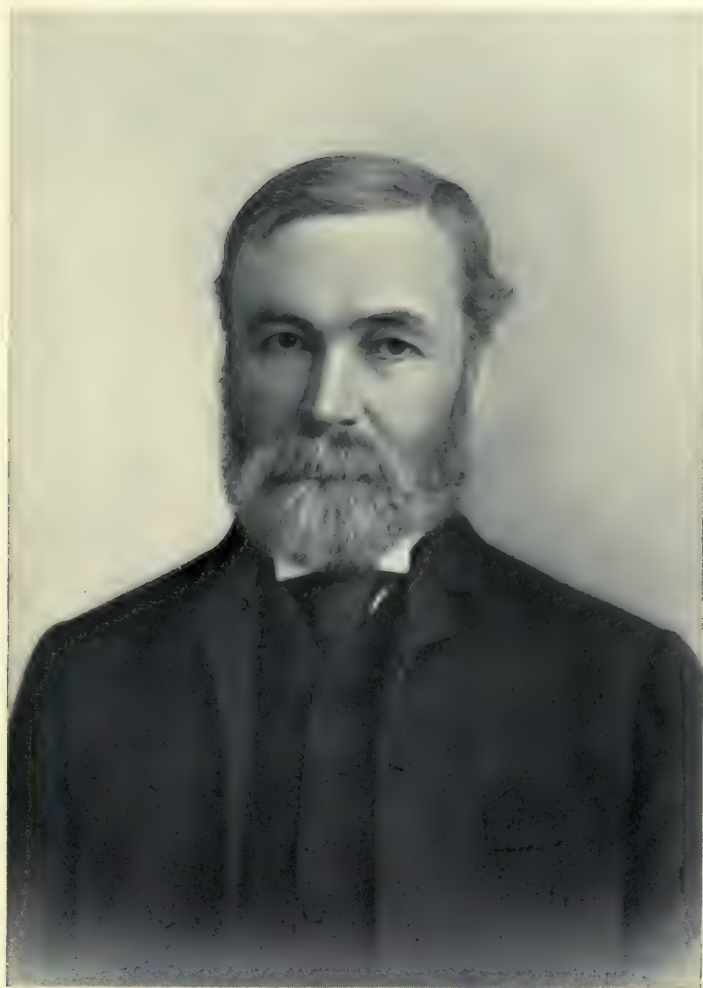
On the 6th of May, 1886, Mr. Buscombe was united in marriage to Miss Lydia Rebecca Mattice, a native of Ontario, and they have five children, two sons and three daughters: Robert Frederick Edwin, Harold Edwin, Erie Stewart, Margery Gordon and Barnett. Mr. Buscombe and his family are communicants of the Church of England, in the work of which he takes an active and helpful part. He was one of the members prominently engaged in the building of Christ church, one of the finest houses of

worship in the city. He belongs to the Masonic fraternity and is a past master of Cascade lodge, No. 12, A. F. & A. M., of Vancouver, while in the Scottish rite he has attained the eighteenth degree. His business career has been marked by consecutive progress along modern lines of merchandising, and the success of marked enterprise and honorable effort is today his.

JAMES LEIGH AND SONS.

James Leigh and Sons is a firm that has maintained a high reputation ever since its founding in Victoria over fifteen years ago, and the extent and high class of all its manufactured products and the integrity and business ability of its individual members are estimated among the most valuable assets of the prosperity and general advancement of this city. The firm manufacture lumber and all kinds of building material, such as doors, sash and blinds, mantles, and all wood finishings used for building purposes. Their mills are located in Victoria, and their trade extends throughout the northwest and is constantly being increased under the able and progressive management of the members of the firm.

The founder of this large enterprise was Mr. James Leigh, deceased, whose life of broad and useful activity is deserving of special notice. Born in Herefordshire, Wales, in 1826, and married there to Miss Jane Jones, a native of the same locality, he some time later, with their son Albert, emigrated to the state of New York, locating in that state in 1848. He later removed from New York state to Ontario, locating at Kingston. At Port Hope and New Castle he was engaged in the manufacture of carriages, and for a number of years had charge of the work of the Massey Company located at New Castle. He then went to Ponto Pool, and was the builder of the first circular sawmill in that county. He afterward moved to Orono and established extensive machine works there, which works are still carried on by the oldest son, Albert. Another enterprise of this active man was the erection of a flouring mill in Bellville and also one at Penetanguishene, the latter of which he conducted until he came out to this province, and in partnership with Mr. Synder, built a sawmill at Gold Stream in 1888. This was conducted for two years, and in 1890-91 Mr. Leigh built the mill at Victoria and began his connection with the manufacturing affairs of this city. This is a steam mill and has a daily capacity, of ten hours' running, of twenty-five thousand feet of lumber, and in connection is a shingle mill which turns out every ten hours of operation fifty thousand shingles. The raw lumber material for this extensive manufacture is at present purchased from other lumbermen, but the company has a heavily timbered tract four miles square, and



James Ligh

this will be utilized in the near future. The excellent wood products of this firm find ready sale in this part of the country, and are held in high repute wherever used.

Mr. James Leigh died in 1898, aged seventy-three years, after a career of continued activity and usefulness from his earliest until his last years. He was a member of the Church of England, a man of known high character and integrity, and made a fine record in every undertaking. His good wife survives him and is now seventy-seven years of age. The sons, John L. and Sidney Minton, are the present owners of the Victoria business, and are still conducting it under the name by which it has become so well known to business circles. John L. Leigh was born in Ponty Pool, Ontario, in 1861, and his brother S. M. was born in Orono in 1867. Both were reared to the lumber manufacturing business, and are practical and capable business men, endowed with all the qualities that insure success. Mr. J. L. Leigh was married in 1894 to Miss Laura E. LaPage, a native of Guernsey Island, England. Their three children, all born in Victoria, are Victor, Edna and Byron. Mr. S. M. Leigh married Miss Charlotte Mason, a native of Ireland, and their four children are Nora, Albert, Ethel and Sidney Minton. Both families are Methodists in religion, and enjoy the high esteem of a wide circle of friends and acquaintances.

CHARLES GEORGE MAJOR.

Few men can claim intimate knowledge of the history of New Westminster through as long a period as can Mr. Major, who arrived here on the 1st of June, 1859. Gold had been discovered on the Fraser river in 1858 and it was the hope of rapidly acquiring a fortune that brought him to the west. He went through the usual experiences of the miner who leaves the comforts and conveniences that form a part of life in the older east and braves hardships, difficulties and dangers in his search for the precious metal. It is such men, however, that lay the foundation for the present progress and prosperity of the province, and as a pioneer settler Mr. Major deserves the gratitude of the younger generation for what he did in planning the city's present development.

Of English ancestry Charles George Major was born in Ontario, Canada, in 1839. His father, Richard Major, was born in England, and was married there to Miss A. M. Johnson, a native of that country. The year 1830 witnessed their removal from the old world to the new, and they located on land five miles from Sarnia. Mr. Major was a farmer and blacksmith who lived an industrious, useful and active life. Both he and his

wife were members of the Church of England. He died in the fiftieth year of his age, while Mrs. Major lived to the advanced age of seventy-six years. They were the parents of eight children, three of whom are living.

Charles G. Major of this review was educated in his native town, and at an early age started out in life for himself, securing a clerkship in a dry goods store, where he completed a three years' apprenticeship under the direction of the late Hon. John Robson and his brother. The contract was that he would be paid but forty dollars for the first year, sixty dollars for the second year and one hundred dollars for the third year, in addition to his board, but such was the value of his services to his employers that they gave him a larger wage than was agreed upon and he continued in their employ for a year following the completion of his apprenticeship, receiving from them a larger salary than that of any other clerk. He has been continuously in business relations with them since that time.

On the first of June, 1859, Mr. Major arrived in New Westminster and in 1862 he went to the Cariboo mines, remaining in that district during the years 1862-3-4, during which time he worked for the express company, taking the gold to the markets on pack horses. In 1864 he returned to New Westminster and began merchandising in connection with John C. Clute. In 1870 the latter gentleman decided to go to Missouri and Mr. Major then continued in the business alone until 1887, when he retired from merchandising and invested his capital in real estate. He then engaged in the real estate business with good success, and before it was known that Vancouver was to be the terminus of the Canadian Pacific Railroad Mr. Major invested in property there, which has constantly increased in value, owing to the rapid growth of the city. He still has much desirable real estate in Vancouver and likewise valuable property in New Westminster. He also conducts a large insurance business and is the government administrator for the district of New Westminster, extending as far as North Bend. He possesses excellent ability as financier and is known as a man of unrelenting energy and close application, whose efforts have been so carefully and discerningly directed that he has gained a most gratifying success.

In 1867 Mr. Major was married to Miss Mary Elizabeth Clarkson, a daughter of William Clarkson, who was one of the prominent early pioneers of that province. She is a sister of Mrs. J. S. Clute and Mrs. John C. Brown, all worthy pioneer women of British Columbia. This union has been blessed with four children, as follows: Edith Eleanor, who is now the wife of Thomas Robson Pearson; Mildred Jane, now the wife of John A. Lee; Harry Clarkson, and Frank. Mr. Major holds membership in the

Methodist church, to which Mrs. Major also belonged, being for a long period an active and highly valued representative of that denomination. She died in the year 1903, and her loss was deeply deplored, for she was a woman of lovable christian character, devoted to the welfare of her family and friends, kind to the poor and sympathetic with the sorrowing, in fact her many splendid qualities of heart and mind endeared her to all who knew her. Mr. Major has been an active officer and working member of the church for the past forty years and his influence has ever been on the side of right, progress, reform and improvement. He was one of the first pilot commissioners appointed on the mainland, and he still holds that office. His life record forms a connecting link between the primitive past and the progressive present, and he stands today as one of the honored pioneers of the province, having ever been true to its best interests and to the principles of an upright manhood.

JOHN STILWELL CLUTE.

John Stilwell Clute, inspector of customs at New Westminster, is a British Columbia pioneer of 1862. He was born near Kingston, Ontario, on the 15th of June, 1840. John S. Clute, father of John Stilwell Clute of this review, was born in 1801, and spent the greater part of his life in eastern Canada, but in his later years came to New Westminster, making his home with his son. He died at the venerable age of ninety-five years. He had served the government during the Mackenzie revolution of 1837, and had also done government service as a civil officer, being a collector of customs, and at the time of his death was the oldest civil servant in the Superannuation list.

John Stilwell Clute is the only member of the family in British Columbia. He was educated in Kingston, Ontario, until his tenth year, and then removed to Picton with his father, who had been appointed a customs officer there. He then entered the schools of that place and after putting aside his text books he accepted a position in a drug store with the intention of later studying medicine. After a year, however, he abandoned that idea and removed to Port Hope, where he entered the dry goods establishment of his brother-in-law, being engaged for a time in selling goods. In 1860 he made his way southward to Houston, Texas, and there filled the position of secretary to the Texas Telegraph Company, the first company putting a line in operation in that state.

The Civil war breaking out in April, 1861, Mr. Clute after a few months decided to return to Ontario, where he remained until the spring of 1862,

when he started for British Columbia, landing at Esquimaux on the 4th of May of that year. He only remained for a short time at Victoria, and soon started with others for the Cariboo country, but later decided to accept a situation in New Westminster and sent his companions on with the provisions they had procured for the expedition. Mr. Clute became a clerk in a general merchandise store owned by J. A. Webster. He continued at this work until the fall of 1863, when in connection with C. G. Major he formed a partnership and embarked in general merchandising on his own account under the firm style of Clute & Major, continuing in that business successfully until 1870, when he sold out his interest in the business. In that year Mr. Clute removed to Sedalia, Missouri, where he embarked in business in connection with James M. Clute, under the firm name of Clute Brothers. For five years he conducted a successful mercantile enterprise there and then sold his interests and returned to New Westminster.

In 1866 Mr. Clute married Miss Jennie Clarkson, second daughter of Mr. William Clarkson, of New Westminster, a British Columbia pioneer of 1858. To Mr. and Mrs. Clute have been born nine children, eight of whom are yet living. The family are members of the Episcopal church, Mr. Clute being a church officer of the parish of St. Barnabas, New Westminster.

Mr. Clute was appointed to the Customs Service as collector at the port of New Westminster in 1878, and in 1889 he had added to his duties as collector the office of inspector, he holding the dual positions until 1896, when he was at his own request relieved of the office of collector and assumed the office of inspector of ports for British Columbia. Before becoming a civil servant he took a very active interest in city affairs, doing everything in his power to promote its well being, and was an active worker for confederation. He served as a member of the city council for a number of years, and was elected president of the council in 1868, this position being the equivalent of mayor. He also served on the school board, and was always found in the front rank in supporting every measure which he deemed would prove of public benefit.

Mr. Clute has likewise been prominent in Masonic circles and has thoroughly informed himself concerning the tenets and teachings of the order. He belongs to Union lodge, No. 9, A. F. & A. M., of New Westminster, which received its charter in 1861. He attained the sublime degree of a Master Mason therein in 1863 and soon became one of its prominent and most efficient members, filling all of its positions and being now the oldest past master. He has the honor of being past grand master of the

grand lodge of Masons of the province of British Columbia, and he is now the only active surviving member of Union lodge, that was identified therewith when he took his degrees in 1863. He has the entire confidence of his brethren of the fraternity and is a worthy exemplar of this craft, which has for its basic element kindness, helpfulness and charity.

Mr. Clute has a delightful home in this city, in which he has spent the greater part of his life, he has seen many changes, and the country today bears scarcely a resemblance to the district to which he made his way in 1862. The natural resources of the country had then scarcely been touched, but the years have brought population, and men of enterprise and business capacity have improved the splendid opportunities offered, and have developed here cities of phenomenal growth, having every evidence of advanced and cultivated civilization. Mr. Clute has borne his full share in this work of public progress, and his name should be inscribed high on the roll of sturdy and honored pioneers.

JOHN F. ROSS.

John F. Ross, president of the Ross & Howard Foundry Company, Limited, thus figures prominently in business circles in Vancouver, and his intense and well directed energy have enabled him to advance from a humble financial position to one of affluence. He is a native of Scotland, his birth having occurred in Perth, on the 12th of September, 1841, and in that country his ancestors had resided through many generations. His father, David Ross, was born in Scotland and married Miss Betsey Ferrier, who was also born in Scotland. He followed the trade of a mason and builder and other construction work, in this way providing for his family, and was also actively identified with the improvement of the locality in which he made his home. He and his wife enjoyed the warm regard of many friends because of their excellent traits of heart and mind. They hold membership in the Presbyterian church, and their entire lives were permeated by their Christian faith, they endeavoring to follow closely the teachings of the denomination. Mr. Ross attained the venerable age of eighty years, while his wife lived to be seventy-seven years of age. They were the parents of six children, but John F. Ross is the only one who has left Scotland.

Having acquired his education in the schools of Perth, John F. Ross learned the joiner's and cabinet-maker's trade, serving a four years' apprenticeship, being paid two shillings and six pence a week, and afterward learned the pattern-maker's trade in Dundee. At the end of his term of indenture, however, he was receiving four shillings and six pence per week.

He then went to England in 1864 and for twenty-four years was actively engaged in business in Manchester and other leading manufacturing centers of England. He came direct from Manchester to Vancouver, arriving in British Columbia in 1889. There were then but six thousand inhabitants in the city, and he engaged in making patterns in the Vancouver City Foundry and Machine Works, Limited, for four years, after which he established his own manufacturing enterprise, in which he has met with remarkable success. Forming a partnership with James Howard, the factory was opened in 1891. They are founders, pattern-makers, machinists and boiler manufacturers and theirs is the pioneer business of this kind on the mainland. They had a small shop at first on Water street, but their patronage grew every year and the business is now carried on in a building on Carroll street, ninety-four by one hundred and forty feet. In addition to this they have at the east end of the city a large manufacturing plant, covering two and a half acres of ground and their output is in constant demand, being shipped all over the northwest. Their principal product is sawmill machinery, and for the past six years they have done the casting for the Canadian Pacific Railway.

Mr. Ross was happily married in England in 1864 to Miss Jessie Fleming, who was born in Dundee, Scotland, in which country her ancestors had long been found. This union has been blessed with ten children, of whom seven are living. The eldest son, David John, is secretary and treasurer of the Ross & Howard Company Foundry, Limited, and is one of Vancouver's respected business men, also holding membership in the Board of Trade. The eldest daughter, Jessie, married in England; Lizzie, is acting as her father's housekeeper. Maggie S. is filling a position as bookkeeper, and William is in Calgary. Mrs. Ross departed this life in 1891. She was a most faithful and devoted wife and loving mother, possessed many amiable traits of character and had a large circle of friends who held her in the highest esteem and who felt the deepest regret over her death. The companionship between Mr. and Mrs. Ross had been most congenial and her loss therefore came with greatest force to him. The family home is a nice residence in Vancouver, and the members of the household are occupying enviable social positions. Mr. Ross and his children are members of the Mount Pleasant Presbyterian church. He has built a number of fine residences in the city and has done his full share in the upbuilding and improvement of Vancouver during the fifteen years of his residence here. Faithfulness to duty and strict adherence to a fixed purpose in life will do more to advance a man's interests than wealth or adventitious circumstances. The



Simon G. Trustall

successful men of the day are they who have planned their own advancement and have accomplished it in spite of many obstacles and with a certainty that could have been attained only through their own efforts. This class of men has a worthy representative in John F. Ross, who, coming to the province in 1889, has since made for himself a leading position in business circles, his life record proving that success and an honored name might be won simultaneously.

SIMON JOHN TUNSTALL, B. A., M. D., C. M.

Simon John Tunstall, M. D., has been successfully practicing his profession in British Columbia for over twenty years, and since 1892 has been permanently located in Vancouver. Born at St. Anne de Bellvue, province of Quebec, in 1852, he was a son of Gabriel Christie and Jessie (Fraser) Tunstall, who were both natives of Montreal, province of Quebec, and descended from pioneers identified with the early history of that province. On his father's side he was descended from the Rev. Mr. Tunstall, one of the first rectors of Christ church, Montreal, and chaplain to the forces in Canada in the early part of the nineteenth century; and from General Gabriel Christie, whose daughter became the wife of Rev. Mr. Tunstall. Through General Christie, Dr. Tunstall was a co-seigneur of the seigniority of Lacolle and de Beaujeu. On his mother's side his great-grandfathers were Major Fraser, who was at the taking of Quebec under Wolffe, and Donald McKay, one of the United Empire Loyalists, he having left estates in Albany to follow the flag in Canada. His grandfather, Simon Fraser, was one of the chief factors of the Hon. Northwest Company, his brother, Thomas Fraser, was in the Royals and acted as aide-de-camp to the Duke of Kent when in command of the forces in Canada, and died as a major general in India.

Dr. Tunstall was educated at high school, Montreal, and prepared himself for his profession at McGill University, Montreal, from which he was graduated first, in 1873, with the degree of B. A., and in 1875, with the degree of M. D., C. M. During his scholastic career he gained numerous honors, having won the Davidson gold medal at the high school, took the B. A. degree with first rank honors, and during his medical course he received the prize for his primary year and the Holmes gold medal was conferred upon him as first of his year in the graduating class. After practicing four years at Papineauville, province of Quebec, and one year in Montreal, Dr. Tunstall came to British Columbia in 1881. Two years were spent in Lytton, and the following nine years at Kamloops, where he was in charge of a large number of men during the construction of the Canadian Pacific Railroad. He located

in Vancouver in 1892, and has since enjoyed a very representative and profitable practice in this phenomenal city of the great northwest.

Dr. Tunstall, besides giving close attention to his practice, has participated actively in a wide range of professional and public affairs. He is a past president of the Caledonian and St. Andrews societies and is president of the Veterans Association of Vancouver. He is a former president of the College of Physicians and Surgeons of British Columbia, and is a past president of the Canadian Medical Association. He is one of the prominent Masons of the province, having been identified with the order a number of years and passed the chairs. Dr. Tunstall is a member of the Church of England, and at different times served as church warden and lay delegate to the synod.

In 1885 Dr. Tunstall married Miss Marianne Lawson Innes, whose father, James H. Innes, was for many years a crown navy officer, located at Esquimault. Five daughters have been born unto Dr. and Mrs. Tunstall, whose names are: Janet Marianne, Marjorie Katharine, Dorothy Ella, Gwendoline Louise and Ruth Elizabeth Fraser.

HON. JOHN S. HELMCKEN, M. R. C. S., L. S. A.

John Sebastian Helmcken, who has long held a prominent place in the history of Victoria, and has also stood deservedly high in the medical profession, was born in London, England, on the 5th of June, 1825, and is of pure German ancestry, his father being a native of Bremerlee; his mother's father, who was born in Misskirch, served as a soldier in Napoleon's army.

John S. Helmcken received his early education in his native city, during which time he also took private instruction from a Lutheran clergyman, under whom he studied and completed his literary branches. His father having died, it happened that Dr. Graves, of Trinity Square, Tower Hill, took a liking to the youngster, who became attached to the doctor's office, and intended to educate him for a druggist. In process of time he was taken gratis as an apprentice for four years (such being then the custom), during which he had to put up all the prescriptions, make pills and so forth, keep the surgery in order and attend to minor cases outside, including surgical cases. Before the expiration of the apprenticeship he became a student at Guys Hospital (six hundred beds), London, and at the end of the legal requirement, namely, four years, he obtained a diploma from the Royal College of Surgeons, England, and likewise a license from the Apothecaries Company. During this time his health became impaired, and Mr. Harrison, a wonderfully liberal supporter of the hospital, a very benevolent man and treasurer of the same institution, offered him, as a reward of merit (he

had captured several prizes), an appointment to the Hudson's Bay Company's ship *Prince Rupert*, on its voyage to the York Factory on Hudson's Bay and return. The voyage consumed about five months, and among his fellow passengers were Chief Factor Hargrave and his wife, and a number of men belonging to the expedition in search of Sir John Franklin, the Arctic explorer. Mr. Helmcken returned from this journey (with Dr. Rae of the Hudson's Bay Company, the celebrated explorer, who was a passenger on the ship) restored in health, and he then spent another year in study, graduating at the expiration of that period from the Royal College of Surgeons. He was then detailed to enter the British navy, but was dissuaded from that course and soon afterward received the appointment of surgeon to the passenger ship *Malacca*, Captain Conset, bound for Bombay (not Suez Canal then). This vessel was owned by Messrs. Wigram and Greeks, who built the pioneer Pacific steamer *Beaver* for the Hudson's Bay Company. For a year and a half they sailed the Indian seas, and returning to London the doctor received appointment as clerk and colonial surgeon to the Hudson's Bay Company at Vancouver Island.

He accordingly sailed with eighty pioneer emigrants on the ship *Norman Morrison*, Captain Wishart, and in this voyage was successful in quelling an epidemic of small pox, enabling him to report but two deaths at the end of the trip. The ship arrived in Victoria in March, 1850, but before this the passengers were placed in quarantine in Esquimalt harbor for two or three weeks, although the ship had been long free from the disease. A couple of months after his arrival at Victoria Mr. Helmcken was transferred to Fort Rupert, proceeding on the historic steamer *Beaver*, this being the time the coal mines were opened at that place. After a few months' residence here, during which a munity of the employes, with a tragedy occasioned by the California gold fever occurred, he was suddenly recalled to Victoria, returning in a canoe, paddled by Indians, a wild lot in those days, running the gauntlet through coast enemies for three hundred miles with considerable danger, and only escaped because the savages had a great respect for Hudson's Bay Company men, "King George's white men," carrying papers, arriving at Victoria at the end of December to attend Governor Blanchard, who of course had by this time recovered from his illness. Since that time, from the building of the first house to the last, he has maintained his residence in this lovely city.

Dr. Helmcken has, of course, occupied several public positions in the political life of his community, and in 1855 was honored by being elected to the first legislative assembly of Vancouver Island. He was elected speaker,

and filled that position with ability and distinction for many years. Although a great opponent of confederation, he, when overpowered, endeavored to help to make it a success, and was one of the three sent to Ottawa to secure in the confederation terms favorable to British Columbia, the other members of the committee being Mr. Trutch, the chief (afterwards Sir Joseph, since deceased), and Dr. Carroll. In this mission they met with satisfactory success, the transcontinental railroad being made a condition of the union. Immediately after the completion of this mission Dr. Helmcken was offered a senatorship, but declined the honor in order to give more especial attention to his children and large medical practice. He is an honored member of the Pioneer Society, and in his political affiliation has always been a moderate Conservative. After confederation he voluntarily retired from political life.

The marriage of Dr. Helmcken and Miss Cecelia Douglas occurred on the 27th of December, 1852, she being the daughter of Sir James Douglas, the governor of the colony. Mrs. Helmcken, who was a most devoted wife and mother, has preceded him to the home beyond, and of their seven children four are now living, namely: Amelia, the wife of G. A. McTavish; James Douglas, a prominent member of the medical fraternity in Victoria, the city of his birth; Harry Dallas, an ex-member of parliament and now a prominent king's counselor, practicing his profession in Victoria; and Edith Louisa Higgins, who is a widow and resides with her father, to whom she is greatly devoted. Dr. Helmcken has property interests in this city and on the island, and throughout the community he is recognized as a valued, respected citizen.

ROBERT JARDINE.

Only a comparatively few years have passed since British Columbia was practically cut off from communication with the east by high mountain ranges and almost impenetrable forests, but the pioneer ventured into the unsettled districts and the railroad builder made travel over the mountains and through the forests possible. Then the world came to know of the splendid natural resources of British Columbia which before had been reached by means of navigation only along the Pacific coast. Men came from the east to claim the riches of the region and to convert their labor into a marketable product through utilizing the means which nature had placed at their disposal. One of the most important industries which has sprung up in this section of the country is the manufacture of lumber, and it is of this great field of activity that Robert Jardine is a representative. He is classed with

the prominent business men of New Westminster, being manager of the Royal City Mills, owned by the British Columbia Mills, Timber & Trading Company.

Mr. Jardine has been a resident of the province since 1889. He was born in Campbleton, New Brunswick, on the 28th of January, 1864, and is of Scotch ancestry. His grandfather, Robert Jardine, was born in Scotland and was married there to a Miss Fair. In 1832 they crossed the Atlantic to New Brunswick, where John Jardine, father of Robert Jardine, was born. Having reached man's estate he married Miss Catharine McNair, and they became parents of eight children. Both were Presbyterians in their religious belief, and Mr. Jardine died in his forty-fourth year, while his wife passed away in her fifty-fourth year, their remains being interred in their native town of Campbleton, New Brunswick.

Robert Jardine was educated in the public schools of that place and entered upon his business career in the railroad service, as freight agent with the Intercolonial Railway, acting in that capacity for eight years in Campbleton, after which he was engaged in general merchandising for two years. He then came to New Westminster, accepting a position in the office of the British Columbia Mills, Timber & Trading Company. In 1892 he was promoted to the position of manager of the Royal City Mills, and since that time has given close and unremitting attention to the business.

The British Columbia Mills, Timber & Trading Company has its headquarters in Vancouver. John Hendry is the president and Richard H. Alexander the secretary and treasurer. Theirs is by far the largest lumbering manufacturing enterprise in the province or in Canada. The Royal City Mills, located at New Westminster, were established in 1878. Later the firm of Hendry, McNair & Company became owners and built the Royal City Planing Mills. A more extended history of this company and its extensive operations is given in connection with the sketch of Mr. Hendry on another page of this work. The mills in New Westminster have a capacity of sixty thousand feet of lumber every ten hours, and one hundred and twenty-five thousand shingles in the same time, while the sash and door factory has a capacity of from three to five hundred doors. They manufacture all kinds of house finishings and also boxes. Two of the company's steamers are used in transporting for this branch of business, their own tugs are used to bring the logs to the mill, and about two hundred and ninety men are here employed, so that the supervision of the business demands marked energy and capability—qualities with which Mr. Jardine is well equipped. He has the entire confidence of those whom he represents, for

he has so managed the mills at this point as to make them a gratifying source of profit to the stockholders of the company.

Mr. Jardine takes an active interest in the affairs of the town in which he resides and in the politics of the country, and adheres to the Liberal party. He is an active member of the Board of Trade of New Westminster and he belongs to Union Lodge No. 9, A. F. & A. M., also Westminster Chapter, R. A. M.

In 1890 Mr. Jardine was united in marriage to Miss A. C. Campbell, a native of Maria, Quebec. After several years of happy married life the wife was called from her home by death, passing away in 1897. She left two daughters, Jean and Katie. A wide circle of friends held her in high esteem, for in her life she portrayed many sterling qualities of heart and mind. Mr. Jardine and his family occupied a nice home in Westminster, and he sustains a very enviable reputation as a reliable and capable business man.

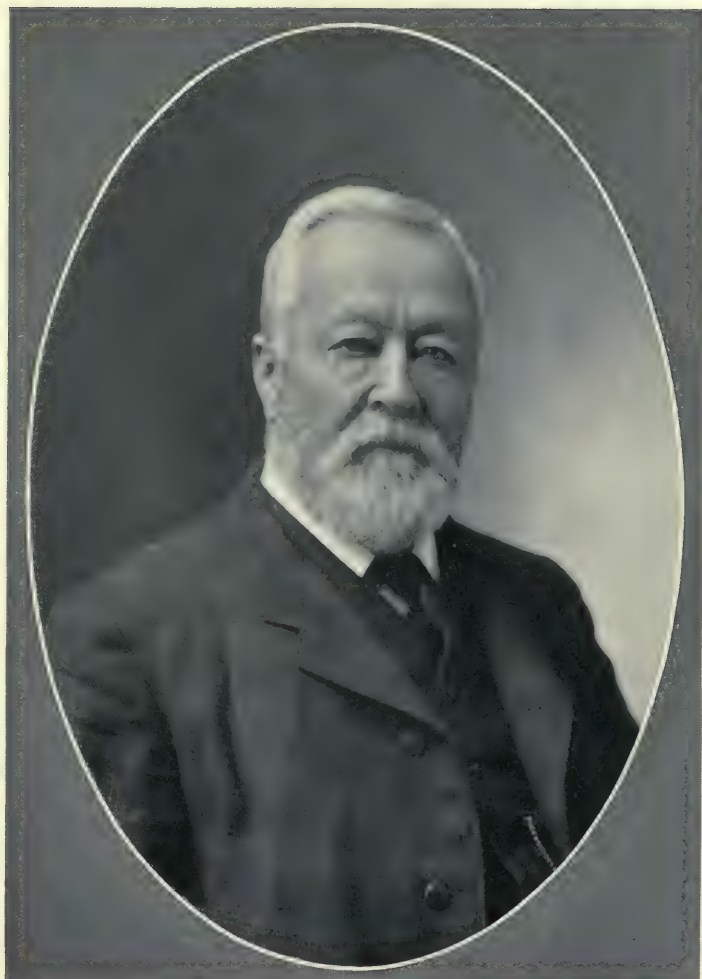
SAMUEL M. BRYDGES.

Samuel M. Brydges, who has been a resident of Nelson during the past eight years, came to this city from Brandon, Manitoba, and is now numbered among its prominent business men. Here he is largely interested in the real estate business and mining, and although he started upon his business career without capital he has accumulated good real estate and built up an extensive insurance business here. He has also been instrumental in interesting outside capital, principally in Nelson realty, and is secretary of the Nelson Board of Trade. He is a young man of thirty-one years, but he possesses laudable ambition and is making for himself a name and position in the business world.

THOMAS L. BRIGGS.

Thomas L. Briggs, of New Westminster, is numbered among the pioneers of British Columbia of 1862. Great have been the changes that have occurred in that time, in fact, the growth of the country and its improvement have been so marvelous as to partake almost of the magical. Deserving of much credit for his co-operation in the work of development and upbuilding, Mr. Briggs certainly deserves representation among the pioneer citizens and representative men of the province. He figured prominently in business affairs and gave tangible support to every measure that fostered public improvement.

A native of Kingston, Canada, Mr. Briggs was born on the 29th of March, 1839. His grandfather, Thomas Briggs, was a native of England,



Thomas L. Briggs

in which country he spent the days of his boyhood and youth and following his marriage he crossed the ocean to Canada in 1829. Thomas Briggs, Jr., father of Thomas L. Briggs, was born in England and accompanied his parents on their emigration to the new world, the family becoming pioneer residents of Ontario, Canada. Having arrived at years of maturity Thomas Briggs, Jr., married Miss Cynthia Lasher, also a native of England. For many years he was actively associated with business interests in Kingston and he died in the ninetieth year of his age, while his wife passed away at the age of sixty years, their remains being interred in the Kingston cemetery. They were members of the Church of England and were people of the highest respectability. In their family were six sons, three of them being in British Columbia, Albert and Alfred being residents of Victoria.

Thomas L. Briggs, now well known in Westminster and indeed in other parts of the province, was a student in Queens College and completed his course in a Church of England grammar school. He served an apprenticeship of five years in London to the hardware business and the excitement caused by the discovery of gold on the Fraser river brought him to British Columbia in 1862. He made his way direct to New Westminster and went to the Cariboo mines, walking there and back with a heavy pick upon his shoulders, thus covering a distance of six hundred miles. Prices at that time were very high, flour bringing a dollar and half per pound, while other things sold at a proportionate rate. On reaching his destination Mr. Briggs tried mining, but did not rapidly realize the fortune that he hoped to gain and accordingly returned to Westminster. There he entered the services of Barnard's Express, conveying express from Douglas to Lillooet, a distance of one hundred and fifty miles by stage. He was engaged in that business for about a month and then returned to Westminster, after which he secured employment in the forwarding house of Smith & Company, becoming actively engaged in forwarding goods and collecting freight. This continued until the spring of 1864, when he went to Cariboo to close out a branch business that the company had established there. At Cariboo he entered the employ of Scott Packer, a forwarder, and when the business was closed out he purchased the balance of the stock and continued in the trade, carrying on the enterprise on his own account for about six years, during which time he met with a fair measure of success. He was also agent for the wholesale business of Greeley & Fitierre and handled large consignments for them. He also became largely interested in mining operations, becoming one of the owners of the Forest Rise and other claims on Williams creek, the Red Gulch, Victoria and Lohee creek. He likewise had an interest in still other claims, which yielded a good

return. He was thus closely associated with the early development of the country, aiding in reclaiming the wild districts for the purposes of civilization of its natural resources for the benefit of man.

In 1872 Mr. Briggs returned to Kingston to visit his relatives, from whom he had been separated for ten years. In 1873 he went to Chicago and on learning of the building of the Canadian Pacific Railroad to the Pacific coast he returned to Victoria, anticipating the great development and growth of this section of the country. In Victoria he engaged in business with D. Curtz, who afterward went to the Cariboo district, Mr. Briggs forwarding him stock from Victoria. They conducted the business for two years and then sold out. In 1874 Mr. Briggs took a stock of goods to the Cassiar mines, but decided not to go into business there, so sold his stock at a good advantage and returned to Victoria. In 1875 in Victoria he embarked in the wholesale dry goods business under the firm style of Strass, Briggs, Curtz & Company. This relationship was maintained for four years. The railroad, however, had not yet been built and Mr. Briggs sold his interest to his partners and engaged in steam-boating in connection with Captain John Irving. They operated the pioneer line on the Fraser river, going as far up the stream as Yale. After two years they united their interests with the Hudson's Bay Company. The Canadian Pacific Navigation Company operated from Victoria to Yale, using seven boats on the line, and Mr. Briggs became the agent for the company at New Westminster. In 1900 they sold out to the Canadian Pacific Railroad Company and Mr. Briggs has since been retired from active business. Under his management the business continually grew and was eminently successful. He likewise made judicious investment in lands in Alberta, which also proved a profitable source of income and he still has several thousand acres there and is also a prominent property holder in New Westminster.

In 1874 Mr. Briggs was married to Miss Mary Irving, a daughter of Captain John Irving and a sister of Captain John Irving, Jr. Mrs. Briggs is a native of the state of Oregon and by her marriage she has become the mother of nine children, all of whom were born in British Columbia and are still residing there. Their children are William Irving, Henry C., Beryl D., John A., Stanley K., Manuella, Naomi, Octavia and Errol. The family are Presbyterians in religious belief and they have a delightful home in this city and are among its most highly esteemed residents. To give in detail the history of Mr. Briggs and his varied experiences would be to present a complete picture of British Columbia in pioneer times and to indicate much of the progress of its development. He has gained through the varied experiences which come

to the early settlers, has kept in touch with the business growth and substantial improvement of the progress and at all times has endorsed those measures and movements which he believed would contribute to general prosperity.

WILLIAM HAROLD MALKIN.

William Harold Malkin, as a member of the Board of Trade, of which he was at one time president, and as a wholesale grocer of Vancouver, is prominent in the business circles and public life of Vancouver. He belongs to that class of representative men who have been the real promoters and upbuilders of the city, through the institution and conduct of extensive commercial and industrial enterprises that have promoted commercial prosperity.

William Harold Malkin was born at Burslem, Staffordshire, England, July 30, 1868, the fifth son in a family of six sons and three daughters, all of whom grew up to years of maturity, with the exception of one sister. His parents and grandfathers were natives of the same place, and were identified for many years with all its religious, philanthropic, and commercial activities. His father, James Malkin, was a member of the firm of Edge, Malkin & Company, earthenware and tile manufacturers, having married Ann Elizabeth, the eldest daughter of Joseph Edge, the head of the firm. At the death of her husband Mrs. Malkin left England in 1895 to reside in Vancouver, where three unmarried sons, W. Harold, James Frederic and John Philip Davey, had preceded her, and she still (1905) continues to make it her home.

William Harold Malkin was educated at the High School, Newcastle-under-Lyme, Staffordshire, the head master of which was Mr. Kitchener, cousin of the famous soldier, Lord Kitchener. As a master at Rugby, under Dr. Temple, afterwards Archbishop of Canterbury, Mr. Kitchener succeeded to the traditions of the famous Dr. Arnold, and he brought to Newcastle the same spirit of enthusiasm, in the work of moral and intellectual education, which had distinguished that man. In 1884 William Harold Malkin came to Canada with his elder brother, Frederic, who took up land and farmed at Grenfell, Assinaboia, for several years. After some experience in agriculture in the Northwest, and in connection with the firm of Sherlock & Freeman, general merchants, Grenfell, W. H. Malkin became manager for O. P. Skrine, in the same business. In 1894 this firm removed to Vancouver; there he entered into partnership with Mr. Skrine. After two years he purchased his partner's interest in the business, and when he had conducted it alone for two years he incorporated the business under the name of The W. H. Malkin Company, Limited. His brothers are his part-

ners, and the business has kept pace with the phenomenal growth of the city. It is conducted along thoroughly honorable business principles, and the brothers give their individual attention to the enterprise, carefully superintending every department. The reputation which the house sustains is unsailable, for they have closely followed a high standard of commercial ethics. They have a fine large store on Water street, and carry a large stock of groceries and provisions; they employ thirty employes to meet the demands of the trade, which is constantly growing in volume and importance, and they have a large wholesale trade throughout the Northwest and the Yukon territory.

Since coming to Vancouver, Mr. Malkin has ranked with the leading business men of the city, and was at one time president of the Board of Trade. He filled the office in a manner highly satisfactory to the members, creditable to himself and beneficial to the city. He is also a director of the British Columbia Permanent Loan & Saving Company, an institution which has been wonderfully successful since its incorporation seven years ago.

In April, 1901, Mr. Malkin was happily married to Miss Marion Dougall, fifth daughter of Francis James Dougall, of Windsor, Ontario. They have one son, Harold Richardson, and one daughter, Lila Marion. They are members of the Methodist church, and Mr. Malkin is identified with the quarterly board. Coming to Canada when a youth of sixteen, he has never had occasion to regret leaving his native country,* for here he has worked his way upward, gaining not only most gratifying success in the business world, but also the good will, confidence and regard of many friends.

ALEXANDER MUNRO.

Alexander Munro is a Scotchman, born in Ross-shire, Scotland, in the year 1824. In 1850, after having served for a number of years in offices in his native county, he went to London as clerk in a bank, and remained there nearly seven years. In 1857, under agreement to go out to Vancouver's Island, he left London in February and reached Victoria on the 7th of May in that year. For the first few years he was accountant and general overseer in Vancouver's Island for the Puget Sound Agricultural Company (an offshoot from the Hudson's Bay Company), who had several large farms and establishments in full operation in Esquimault District, adjoining the District of Victoria. Afterwards he took up his residence in Victoria, and became accountant there for the Hudson's Bay Company's western department, which comprised the whole of what is now known as the province of British Columbia, continuing also his charge of the Puget Sound Agricul-

tural Company's affairs. At that time and for many years subsequently the Hudson's Bay Company's extensive business throughout the western department was conducted from Victoria by a board of management, consisting usually of two and sometimes three chief factors. The goods required for the trade of the country were brought from London to Victoria around Cape Horn yearly in the company's ships, the same ships taking to London return cargoes of furs and other products from the many outlying posts, all of which had been collected at Victoria as the depot, and there prepared for shipment; while the "Brigades," on their return to the interior, took with them by various modes of conveyance, such as boats, canoes, horse, mule and ox trains, etc., the goods which had been prepared at Victoria for the several districts. Those were busy years and called for strenuous effort, especially at certain seasons. Besides the fur trade there was an increasing commercial and shipping business carried on at Victoria.

In 1872 Mr. Munro obtained his commission as a factor in the Hudson's Bay Company's service, and in 1874 his commission as a chief factor, charged with the leasing and selling of the company's lands in and around Victoria and Esquimault on Vancouver's Island and at Langley and other places on the mainland, until 1890, when he retired from the service, enjoying the confidence and good will of the governing board in London and their representatives in British Columbia, etc.

In 1862 he built the dwelling house in Victoria which he and Mrs. Munro still occupy, now known as No. 6 Michigan street. Victoria was then but a small town. In the James Bay quarter, southward between his site and the Straits of Fuca, there were only two or three buildings of any kind, one of them being a farm house of the company, and the other owned and occupied by one of the company's officers.

Mr. and Mrs. Munro were married in Scotland on the 1st of November, 1860, and they have reared a family of three girls and four boys, all now living, and grown up years ago.

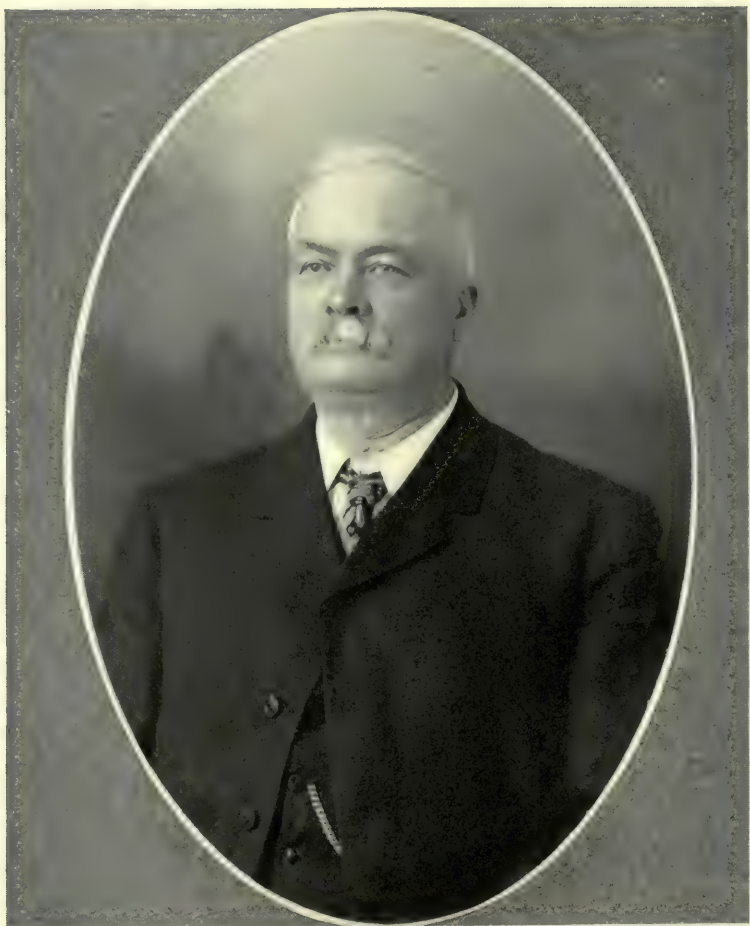
HON. FORBES GEORGE VERNON.

Hon. F. G. Vernon, a pioneer citizen, prominent man of affairs and for a number of years intimately identified with the administrative policies of the province, has lived in British Columbia since 1863, and is now a well known resident of Victoria, where he has large interests.

Mr. Vernon is a native of Ireland and was born near Dublin, at Clontarf Castle, on August 21, 1843. He is descended from an old and illustrious family of Ireland. The earliest ancestors founded the town of Ver-

non in Normandy, and followed William the Conqueror into England. About the fifteenth century some of them crossed the channel into Ireland and settled at Clontarf. In this vicinity some large estates came into the possession of the Vernons, which still remain in their ownership. It was on this ancestral demesne, inherited by his father and now owned by his elder brother, Colonel Edward Vernon, D. L., that Mr. F. G. Vernon was brought up. He was educated in England for the Royal Engineers, eventually receiving a commission in the Twenty-first Fusileers, but resigned it the same year it was granted, 1863, and in company with his brother Charles A. and Colonel Houghton, took passage for New York, and from there to Aspinwall, Panama, and San Francisco, arriving in due course at Esquimault. The party settled finally in the Yale district and engaged in stock-raising, mining and merchandising. Colonel Houghton sold his interests to the brothers in 1873, and later on Mr. F. G. Vernon purchased the interests of his brothers. He immediately increased his possessions from three thousand to thirteen thousand acres, imported blooded cattle and engaged in farming on an extensive scale.

In 1875 began Mr. Vernon's public career by his election to the provincial legislature as a representative from Yale, being returned by a large majority. In February, 1876, he accepted the portfolio of chief commissioner of lands and works in the Elliot cabinet, and on seeking confirmation in this office by the votes of the people he was re-elected by an overwhelming majority, and the confidence thus plainly manifested in his ability and integrity was never misplaced during his long legislative and administrative career. He retained this position in the cabinet until the general election of 1878, when he was again returned to the legislature by his constituency. But in consequence of the defeat of the Elliot ministry about that time, during the remainder of this term he sat among the opposition. In 1882 he was not a candidate, but in 1886 was again elected, and in 1887, on the death of Hon. Mr. Smythe, he accepted the vacant office in the Davie cabinet as chief commissioner of lands and works. In June, 1890, he was again sent up by his constituency, and continued to hold his ministerial office during the premierships of Hon. John Robson and of Hon. Theodore Davie, filling the position most acceptably until 1894. During his long official career he proved himself one of the most capable and public-spirited men ever chosen to office by the people of this province, and the affairs of his department notably prospered throughout his terms. For four years, 1895 to 1899, he resided in London, England, as agent general for the province of British Columbia, holding that position until the office was abolished.



James Leamy

Mr. Vernon is now retired from political life, and during recent years has disposed of his large holdings in the interior of the country, investing largely in real estate and buildings in Victoria and on the mainland.

In 1877 Mr. Vernon married Miss Branks, by whom he had two children, the daughter, Miss Beatrice, being the only survivor. The death of Mrs. Vernon occurred in 1884. The prosperous town of Vernon, population two thousand, takes its name from the subject of our sketch.

JAMES LEAMY.

James Leamy is the crown timber agent at New Westminster and for the past quarter of a century has been a leading contractor and engineer in British Columbia. He has been identified with the construction of various railroad lines and with other enterprises which have increased the industrial wealth and resources of the province.

Mr. Leamy was born in 1848, in Hull, at the mouth of the Gatineau river, Quebec, being a son of Andrew and Erezina (Wright) Leamy. His mother's grandfather, Philomen Wright, Sr., was the pioneer who first settled at Hull, having come there from Woburn, Massachusetts, during the migration of the loyalists from the colonies. Andrew Leamy, the father, was a prominent lumberman on the Ottawa river. He owned and operated the first steam sawmill in that vicinity, located on what is known as Leamy's Lake, two miles and a half from the city of Ottawa. Mr. Leamy's maternal uncle, Alonzo Wright, was ordinarily known as the "King of the Gatineau," and for nearly forty years represented the county of Ottawa in the Canadian House of Commons.

Mr. Leamy obtained his education in the Jesuit college at Montreal and at Ottawa College. After his graduation from the latter institution he went into the lumber business with his father, and continued that line of activity until the latter's death. He then began railway construction, building a part of the Q. and M. O. & O. road, which is now a part of the Canadian Pacific. He came to British Columbia in 1880 and began work on the Pacific division of the Canadian Pacific, in the Onderdonk contracts, at Yale. He was assistant superintendent of construction under E. Tilton and later under M. J. Haney until the road was completed. In the fall of 1885 he moved to New Westminster, and went into the contracting business in company with D. McGillivray, building the branch line into New Westminster and other works. In company with George F. Kyle, he built a sawmill on False creek, and continued its operation until 1894. Other of Mr. Leamy's works in British Columbia was the building of a branch line from New Westmin-

ster Junction to New Westminster, the building of the New Westminster & Southern, and the Williams Head Quarantine Station wharves. He and D. McGillivray built the bridges on the line from Port Moody to Vancouver, also the first extension to the Canadian Pacific wharf at Vancouver. He then built the New Westminster and Southern Railway, which extends from the boundary line of British Columbia to Blaine, Washington. In 1897 Mr. Leamy was appointed crown timber agent for the Dominion government, being given charge over the timber in the Dominion railway belt in British Columbia, an office of responsibility and trust which he has capably filled to the present time.

Mr. Leamy is president of the New Westminster Club, and is affiliated with the Masonic order. He married Miss Annie Quigg of Aylmer, Quebec, a daughter of Charles Quigg. Four sons and four daughters have been born, namely, Charles L., Erezina, who is the wife of J. H. Diamond, Albert J., Lila, Harold, Alma, Hubert and Veda. Mr. Leamy is an enthusiast on the national game of Lacrosse, and was the first president of the British Columbia Amateur Lacrosse Association, and has always taken an active interest in the sport.

THOMAS JAMES SKINNER.

Thomas James Skinner, by whose death the province of British Columbia lost one of its oldest pioneer citizens, was among the first to begin to develop the province. He was much experienced in the ways and affairs of the world, and had been in various parts of the world. A native of Essex, England, in early life he joined the East India Company's service and made several voyages to India. Leaving that service he resided for some time on his father's property and engaged in farming, which he continued until 1852. In that year he left England and made the voyage around Cape Horn to British Columbia, where he arrived in 1853, on the sailing vessel Norman Morrison. He entered the employ of the Puget Sound Agricultural Society, and was located at Esquimalt, where he engaged in farming. In connection with Mr. McKenzie and others he also held the contract for supplying the navy with beef and vegetables. In 1866 he moved to the Cowichan district, and was one of the first to acquire land in that locality. He continued his farming operations to the time of his death. He was a leader in the community, and was one of the members elected to the first legislature in the province.

His wife was Mary Lowdham Goode, who became the mother of eight children, one of whom died in England, and those living at the present

writing are: Robert J., who adopted a mercantile career and was in charge of the Hudson's Bay post at Quesnelle. He was a member of the legislature of British Columbia for the Kootenay district and assisted in advancing the confederation of the province with the Dominion of Canada. On leaving the Hudson's Bay Company Mr. Skinner received the appointment of timber inspector for the province, which office he now holds. Ernest M., a civil engineer at Duncans, mentioned below; Annie, wife of John Brenner, of the Royal Navy; Mary, who lives with her brother Ernest at Duncans; Ada, the wife of John Stevenson, of Cariboo; and Emily.

Ernest M. Skinner was born in Essex, England, April 26, 1847, and was brought to British Columbia as a child, his education being received in the Hudson's Bay Company's school and then in the collegiate school in Victoria. He was employed on the home farm, and by actual experience in the field he became a practical surveyor and civil engineer, which self-acquired profession he has since continued with large success. He has large mining interests, and has a small dairy and fruit farm about four miles from Duncans. He is a Conservative in politics, and is a member of the Church of England. His fraternal affiliations are with the Ancient Order of United Workmen.

GEORGE W. CAMPBELL.

George W. Campbell, manager of the Rat Portage Lumber Company at Vancouver, is classed with the most enterprising and successful business men of this section of the country, being in control of one of the large productive industries of the province. The business development of British Columbia has been so rapid and its condition so constantly changing that it has been the men of marked discernment and unfaltering diligence who have been able to cope with intricate business conditions and so shaped them to their own ends as to win success that is at once creditable and gratifying. George W. Campbell, possessing the full confidence of the business community, is in control of one of the leading lumber interests of Vancouver.

Born in the town of Maria in the province of Quebec, on the 13th of June, 1860, he is of Scotch ancestry. His grandfather, Peter Campbell, was born in Scotland and emigrated to Summerside, Prince Edward's Island, at an early day. There the father of our subject was born in the year 1816, and having arrived at years of maturity he married Miss Jane Tourgis, a native of the Isle of Jersey. Early in his business life he secured the island of Anta Costa in the Gulf of St. Lawrence for a hunting preserve, but later in life he met with an accident that caused him the loss of one of his

lower limbs and this incapacitated him for that enterprise. He then turned his attention to commercial interests and was proprietor of a general store in Maria. He also became engaged in lumbering and in the fishing business there. Thus his activity reached out to several fields of endeavor, wherein capable management brought him desirable prosperity. He is now living retired in the ninetieth year of his age and is splendidly preserved both physically and mentally. His wife, who has long traveled life's journey with him, is now in her seventy-third year. They are Presbyterians in religious faith and have so lived as to command the esteem and good will of all with whom they have been associated. They became the parents of five children, three of whom are now living, namely: E. T. Campbell, who is engaged in the lumbering business with his brother in Vancouver; George W.; and Mrs. G. B. Baker, also a resident of Vancouver.

George W. Campbell acquired his early education in New Brunswick, and after putting aside his text books became connected with the lumber and canning industries in his native town, following in the footsteps of his father in this particular. They owned two canneries there and Mr. Campbell continued his identification with commercial and industrial interests in Maria until his removal to Vancouver in 1885. Where is now seen a populous city with every modern advantage and improvement and with large business enterprises was then a dense forest, only a few houses having been built, while the little hamlet gave no promise of the splendid development which the future had in store for it. Here Mr. Campbell became connected with the lumber trade, his present experience well fitting him for his operations here. He was with the British Columbia Mills, Timber & Trading Company for fifteen years and left that company to take charge of the Rat Portage Mills at Vancouver, being now actively engaged in the management of this extensive plant. The mill was built by W. L. Tait in 1900 and was purchased by the Rat Portage Lumber Company in 1903, having at that time a capacity of forty thousand feet of lumber in ten hours. The Rat Portage Lumber Company at once made very extensive improvements, using new and modern machinery and increasing the facilities until it now has the capacity of ninety thousand feet of lumber in ten hours. Employment is furnished to a large number of men, and there is one five hundred horse power engine, another of eighty horse power and two of fifty horse power. The plant is equipped with five planers and the dry kiln is thirty by one hundred and twenty feet, holding five carloads of lumber. The company owns six thousand acres of timber on the coast, from which they obtain their logs and in connection with the sawmill they have a shingle mill with

a capacity of fifty thousand cedar shingles per day. The plant at Vancouver is but a branch of the property of this character owned by the Rat Portage Lumber Company, Limited. The officers of the company are D. C. Cameron, president, with headquarters in Winnipeg; Mr. Monk, manager of the Ottawa Bank in Winnipeg, as one of the directors; William Robertson, general secretary; and J. E. Young, cashier. The company owns a large mill at Winnipeg, one at Riny river and a third at Rat Portage, and in addition to the mills at Vancouver the company is erecting a large new mill at Harrison river, which when completed will be one of the best equipped mills on the Pacific coast, while the aggregate capacity will be about six hundred thousand feet of lumber in ten hours. Employment is furnished to more than two thousand men. Mr. Campbell, in control of the business in Vancouver, shows a thorough knowledge of the lumber trade and of the best methods of converting the rough logs into the finished and marketable product, and is one of the trusted representatives of a leading corporation, his capability and thorough understanding of the trade enabling him to fill an important and lucrative position.

Mr. Campbell was married in 1893 to Miss Alexine Patterson, a native of Winnipeg and a daughter of A. Patterson of that city. This union is blessed with a son and daughter, Wetsford and Isabella. Theirs is one of the nice residences of Vancouver. Mrs. Campbell is a member of the Presbyterian church and they are both widely and favorably known in the city in which Mr. Campbell has resided from pioneer times to the present.

JOHN CHAPMAN DAVIE, M. D.

Dr. John Chapman Davie, one of Victoria's pioneer citizens, whose distinguished ability in the line of his profession has won him notable success, was born in Wells, Somersetshire, England, on the 22d of March, 1845, and is a representative of old families in that country. His father, the Hon. John Chapman Davie, M. R. C. S., L. S. A., who practiced his profession in Merton, Surrey, England, came to British Columbia in 1862, accompanied by his four sons. He continued in the active practice of medicine in Victoria and also became a prominent and influential factor in public affairs, serving at one time as a member of the local legislature before the confederation. He married Miss Annie Collard Waldron, a representative of an old family of Wellington, Somersetshire, England, who departed this life in 1866, in the fifty-fourth year of her age. One of her sons, Hon. Alexander Edmund Batson Davie, became a very prominent member of the bar of British Columbia and occupied the high office of premier of the province. Another son,

Hon. Theodore Davie, also became premier of the province of British Columbia, and afterward chief justice of the province. The third son, William, has extensive agricultural interests. The father died in 1867, in the fifty-sixth year of his age.

Dr. John Chapman Davie completed his literary education in Silcoates College of England and prepared for his profession in the University of San Francisco, in California. He spent three years there, during which time he attended the lectures of Dr. H. H. Toland and Dr. L. C. Lane, both of whom enjoyed continental reputations and later became distinguished as the founders of colleges.

After completing his university course Dr. Davie returned to Victoria and entered upon the practice of his profession in connection with his father, benefiting by his ripe experience. He has since remained in active practice in Victoria. He is a member of the Provincial Medical Council, of which he has had the honor of being president.

In 1867 Dr. Davie was married to Miss Kate Thain, of Victoria, and unto them were born three daughters, as follows: Isabella, now the wife of Dr. R. W. Craig, of Phoenix, Arizona; Edith, who resides with her father; and Kate, who is now Mrs. Polehampton, and makes her home in England. Mrs. Davie departed this life in 1882, and the Doctor has since remained single. In politics he is a Conservative. He belongs to the Independent Order of Odd Fellows and to the Church of England.

EDWIN CATON MAHONY.

Edwin Caton Mahony, manager of the Royal City Planing Mills, Vancouver, British Columbia, a branch of the British Columbia Mills, Timber & Trading Company, is connected with one of the most important industrial concerns of the great west. To the energetic natures and strong mentality of such men this portion of Canada owes its marvelous development. His life has been one of continuous activity, in which has been accorded due recognition of labor, and today he is numbered among the substantial citizens of Vancouver. His interests are thoroughly identified with those of the west, and at all times he is ready to lend his aid and co-operation to any movement calculated to benefit this section of the country, or to promote its wonderful growth.

Mr. Mahony was born in the city of Hamilton, Ontario, on the 14th of December, 1864, and is of Irish lineage. His paternal grandfather was born in the county of Wexford, Ireland, and at an early date emigrated to the new world, settling in Quebec. John C. Mahony, father of Edwin C.



Ed Mahoney

Mahony, was born in the ancient capital of that province, and after arriving at years of maturity wedded Miss Hannah Sarah Gage, a native of the city of Hamilton, Ontario, and a daughter of the late Peter Gage, a farmer and prominent citizen of the county of Wentworth. He was descended from one of the famous United Empire Loyalists, and his family was one of the best known throughout the whole of the Niagara peninsula. Mrs. Gage lived to the advanced age of ninety, and died only a few years ago. John C. Mahony became a boot and shoe manufacturer, carrying on business along that line in Hamilton for many years. He died in the fifty-eighth year of his age, and six months before his wife departed this life, aged fifty-two. The two children of this marriage were Mrs. John Bradley, who resides in New York, and the subject of this sketch.

In the public schools of Hamilton Edwin C. Mahony began his education, which was continued in the Collegiate Institute there, and later he graduated from the Ontario Agricultural College, of which Dr. Mills, now a member of the Railway Commission, was the president. Later Mr. Mahony pursued a course of study in the Canada Business College, and thus was well equipped for life's practical and responsible duties. In 1880 he settled upon the Peter Gage homestead, situated near the famous battlefield of Stoney Creek. He was very devoted to pastoral life, his course of study in the Agricultural College having thoroughly fitted him for scientific farming, and he was an enthusiast upon that subject.

At the end of six years, however, he was induced by his brother-in-law, John Bradley, to abandon agricultural pursuits, and at his invitation first engaged in the lumber industry, becoming an employee of the firm of Messrs. Flatt & Bradley, who were in the lumber business at the town of Casselman, on the Canada Atlantic Railway, a short distance from Ottawa. From assistant log scaler he gradually worked upward, mastering every part of the business. He remained there until the fall of 1889, and had risen successively until he was yard foreman, and later had charge of the planing mill department. Realizing that the lumber industry in the west offered greater inducements and that the country had splendid prospects before it, he decided to go to British Columbia, and in April, 1890, arrived in New Westminster. He appreciated the fact that conditions existing in the east varied from those in the west, and accordingly set to work to thoroughly learn the different methods. His first work was wheeling a truck in the yard of the Royal City Planing Mills, the New Westminster branch of the British Columbia Mills, Timber & Trading Company. His capability and fidelity soon won recognition, and he has found in each transition stage in

his business career a wider outlook and broader scope for accomplishment. He was soon made a tally man. He gave undivided attention to the business of the company, and after eight months' service was chosen as successor to the yard foreman. In August, 1891, it was decided by the general management of the company to inaugurate a local and car department in connection with its leading establishment known as the Hastings Mill branch, Vancouver, operations previously at this mill having been directed exclusively to the foreign trade, and Mr. Mahony was transferred to the head offices to carry out the contemplated change, made necessary by developing conditions. At that time all of the local business of the company passed through his department, and he was occupying the responsible position of yard superintendent of the local and car department of this branch of the company when the plant was destroyed by fire in 1898. At that time the newly discovered mining district of Atlin was attracting considerable attention, and during the time of the reconstruction of the mill he secured leave of absence for that interval. Accepting the offer of government service, he went north and was the first postmaster of the new town of Atlin. He afterward resumed his former position at the Hastings Mill, and shortly after was appointed to the managership of the Royal City Saw and Planing Mills, a branch establishment of the company in Vancouver. He first devoted himself to the reorganization of the methods practiced, carrying out ideas in the conduct of the different departments that resulted in its being changed from one of the heaviest risks of fire insurance companies to the lowest rate of its kind in British Columbia, and in the plant becoming one of the model establishments on the Pacific Coast.

It was about this time that Mr. Mahony turned his attention to the utilization of the by-product of the mill, and the successful accomplishment of this, after months of thoughtful consideration and many experiments, brought him into a prominent place among the manufacturers of the west. This feature eventually developed into the construction of "ready-made" houses, the first specimens of which aroused the most favorable comment. This department of the company's business was first started with the idea of making some use of the odd stock, and after ceaseless work it has attained a success far beyond the original expectations of the inventor and the company. It was the evolution of an idea, and the finished product of today furnishes a slight indication of the indefatigable assiduity necessary for the development of his originality.

The company has some splendid designs for tasteful and attractive architecture in their four to ten roomed houses. All parts of construction,

which are protected by letters patent, are manufactured at the mill and shipped to wherever ordered. Working or key plans are furnished, showing in detail the methods employed in erecting these buildings, and thus aided, any man can very easily erect his own dwelling. Enabled in this way, to put the parts together himself, the purchaser effects a great saving in the cost of construction. Mr. Mahony's long connection with the business and his familiarity with every detail as well as its principal points have made him an expert, and he has developed a very large trade in this branch of ready-made houses. His own residence, in a delightful section of the city, where it commands a view of a beautiful expanse of sea, is an example of the perfection to which this modern method of construction has been brought. It is attractive, unique and handsome, and shows that individuality of taste has the fullest scope.

In 1891 he was married to Miss Clara Hill, of Smithville, Ontario, the daughter of Nathaniel Hill, who resides with them. Her parents came to British Columbia in 1892, her mother departing this life in 1899. Mr. and Mrs. Mahony have two daughters, both born in Vancouver, Edna and Ida. The family are Methodists in religious faith, and Mr. Mahony is a staunch Mason, being a member of the Blue, Royal Arch and Knight Templar degrees. Imbued with laudable ambition to attain success, he has steadily advanced in those walks of life demanding intellectuality, business ability and fidelity, and today stands as one of the leading representatives of industrial interests in his adopted city, commanding the respect and esteem not only of his immediate community, but of the people throughout the province and wherever he is known.

ROBERT SCOTT LENNIE.

Robert Scott Lennie is a member of the firm of Elliot and Lennie, barristers and solicitors.

Mr. Lennie was born in Smith's Falls, Ontario, August 16, 1875, and is a son of the Rev. Robert and Catherine (Harcus) Lennie, who are residents of New Westminster, British Columbia. The father was for many years a clergyman of the Baptist church, but is now living retired from the active work of the ministry. He was only six years of age at the time of his parents' removal to this province, the family home being established in New Westminster. He took up the study of law under the direction of Thomas Clive Atkinson, then the police magistrate of New Westminster. In January, 1898, he was admitted to the bar and entered upon practice in Nel-

son in connection with John Elliot, a relation that has since been maintained.

On the 19th of October, 1898, Mr. Lennie was married to Miss Edith Louise Douglas, a daughter of Benjamin Douglas of New Westminster, and they have three children: Robert Douglas, Gerald Scott and Edith Beatrice Catharine.

JOHN ELLIOT.

John Elliot, prominent representative of the British Columbia bar, having acted as the legal counsel for many interests since his location in the city of Nelson in 1892, and a public-spirited citizen and able factor in all undertakings to which he has given his attention, was born in 1865, in Exeter, Ontario. He is a son of Benjamin V. and Jane (Giffard) Elliot, who were born in Plymouth, England, and in early life emigrated to Canada.

Mr. Elliot received his early education in the local public schools, and graduated from Upper Canada College in 1881. He then entered the famous school of law, Osgoode Hall, where he pursued his law studies, and received admission to the bar in 1887. He served under articles with Blake and Company at Toronto, and after he was admitted to the bar he practiced at Exeter, Ontario, until 1891. In that year he came to Vancouver, where he was admitted to the bar of this province, and in 1892 located permanently at Nelson. He is in partnership with R. S. Lennie, and they conduct a large legal business in this district. Since 1900 Mr. Elliot has been a bencher of the Law Society of British Columbia.

RICHARD MARPOLE.

Richard Marpole, for thirty years connected with railroad interests, is now filling the important office of general superintendent of the Pacific Division of the Canadian Pacific Railway, transferred to this position from the Lake Superior Division in April, 1886. He became one of the earliest residents of British Columbia, and through the intervening years his close application to his duties and his personal worth have ever commanded for him the highest respect and confidence of those whom he has met in business and social relations.

Mr. Marpole was born in Wales, Great Britain, in October, 1852, his parents being Richard and Eleanor (Evans) Marpole, also natives of Wales. The father was a merchant first and later a farmer. He died at the age of sixty-five years, his wife at the age of sixty. Both were members of the Church of England.



W. St. Henry.

In the schools of his native country, Richard Marpole, of Vancouver, acquired his early education, which was supplemented by study in Glasgow, Scotland. He has been continuously engaged in railroading since his sixteenth year, at first being engaged on English roads, after which he came to Canada and finally to the Pacific coast country. He was first employed as assistant manager of construction, Lake Superior Division, later as superintendent, and in 1886 was transferred in that capacity to the Pacific Division and became general superintendent in 1897, which position he now occupies in a most capable manner, his service being said to be entirely satisfactory to the corporation. Thus his railroad service covers thirty years—years marked by the utmost fidelity to duty. He is thoroughly familiar with the duties of the position, even to the slightest detail, and, therefore, capably controls its affairs.

Mr. Marpole has three sons, Clarence, Dalton and Richard. The first two are merchants of Vancouver and the last named is attending school.

WILLIAM HOLLAND KEARY.

William Holland Keary, the present mayor of New Westminster, has for many years been among the foremost business men of the city, and also recognized as a leader in public affairs. Mr. Keary has spent practically all his life in this province, growing up with it from pioneer times, and has been closely identified with its progress and especially with the varied activities of his own city. Born in Portsmouth, England, April 27, 1859, he was a son of James and Mary (Holland) Keary, the one a native of county Mayo and the other of Dublin, Ireland. His father was not only an early and prominent pioneer of British Columbia, but had a most honorable record as a British soldier. He served in the Crimean war of the fifties, being in the commissary department, and participated in the battles of the Alma and Balaklava and in the siege of Sebastopol. In the fall of 1859 he came out to British Columbia with a detachment of Royal Engineers under the command of Colonel Moody, and after leaving the service of the government he went into the coal and wood business on an extensive scale at New Westminster. His death was the result of an accident, on December 23, 1871.

Mr. Keary was a child when he and his mother arrived in British Columbia in April of 1860. He also has a brother and a sister; Emma, the wife of G. W. De Beck, Indian agent at Alert Bay, British Columbia; and Henry, in the mining business. Mr. Keary was a boy of fourteen years and in attendance at St. Louis College at the time his father was killed, and he then

returned home and henceforth obtained his education and preparation for life through his own efforts, so that he is largely a self-made man. On his return home he became an apprentice to the printer's trade, which he followed five years. In 1877 he went into the book and stationery business on his own account. He sold out his stock in 1884, in which year he was appointed accountant, storekeeper and schoolmaster in the British Columbia penitentiary, which official duties occupied him until 1894. In the latter year he took up insurance and real estate, and has continued in this line of business up to the present time.

Mr. Keary served eight years as alderman of his city, and in 1902 was elected to the office of mayor, which he has held by subsequent re-elections to the present time, having been the choice of his fellow citizens for this office at the election of January 12, 1905. He is manager of the provincial exhibition, to which position he was appointed four years ago. He is a charter member of the Ancient Order of United Workmen in New Westminster, joining in 1878, and is also affiliated with the Canadian Order of Foresters. For a number of years he has been secretary of the Royal Columbian Hospital at New Westminster. He is president of the Ladies' Benevolent Society, is president of the Vanstone Heating Company in New Westminster, and is police and license commissioner. All these activities show the breadth of his interests and the place of usefulness which he occupies in his city.

Mr. Keary was married in 1881 to Miss Mary Caroline Eickhoff. She is a native daughter of British Columbia, her father, Henry Eickhoff, having located in the province in 1862, being a merchant and hotel proprietor for a number of years. Mr. and Mrs. Keary have six children, James, Parnell, Winnie, William O'B., Mary, and Emma, who is the wife of Dr. J. H. Jones.

HERMAN OTTO BOWE.

Herman Otto Bowe, who came to British Columbia in 1858, attracted by the Fraser river gold excitement, and is now living at New Westminster, was born December 3, 1834, in Germany, his parents being John and Elsebe (Kruse) Bowe, both natives of the fatherland and representatives of old families there. John Bowe was a distiller by trade and followed that pursuit for many years.

Herman O. Bowe acquired his education in the schools of his native country, and when fourteen years of age put aside his text books to enter upon his business career. After a year spent as an apprentice in a grocery store he went on a sailing vessel and for four years sailed the seas. He then

made his way to California in the spring of 1854 and followed mining for four years in Tuolumne county. In 1858 he came to British Columbia, attracted by the Fraser river gold excitement, and the following year he began keeping a store at Big Bar on the Fraser river in connection with Charlie Fenton. The following year he sold out to his partner and turned his attention to stock raising in the Alkali valley, which lies opposite the mouth of the Chillicotin river. There he took up two thousand acres of agricultural and grazing land and he has since devoted his attention largely to stock raising, being associated with the Hon. Tom Elven. They were the first to engage in this industry in British Columbia, taking up the business in 1861. Their first lot of stock consisted of about five hundred head of cattle which they imported from Oregon. The partnership was maintained until 1864, when Mr. Elven sold out to Mr. Bowe and has since been in business alone. In 1861 he established a public house at Alkali Lake, which is still part of the estate. In 1901 he gave up the active management of his stock interests, which he turned over to his son John, who is now conducting the ranch and the business connected therewith. Mr. Bowe, however, has been closely identified with the development of the stock industry in his part of the province and he is thoroughly familiar with the history of the northwest because of his long residence here and by reason of his active connection with many business interests here. The trip between San Francisco and British Columbia was made by steamer and he landed at Bellingham Bay in July, 1858. In 1874 and in 1875 he sent in a band of cattle numbering seventy-five head to the Skeena river, the price being about fifty dollars per head on the hoof. This was one of the earliest stock sales in the locality.

In 1903 Mr. Bowe was called upon to mourn the loss of his first wife, and in June, 1904, he was married again, his second union being with Mrs. Sarah Allkins, the widow of Charles Allkins. They make their home on Queens avenue in New Westminster, and Mr. Bowe is a valued member of the Westminster Club. Recognizing the business opportunities of the great northwest he has through the improvement of these become one of the substantial citizens of the section of British Columbia in which he makes his home.

J. FRED HUME.

A prominent and progressive citizen of Nelson, British Columbia, is J. Fred Hume, the well known proprietor of the Hume Hotel and one of the best known men in the province. This hostelry was erected in 1898, at a cost of sixty thousand dollars, and is now numbered among the most

popular resorts in the province. It covers a ground space of seventy-five by one hundred and twenty feet, and is three stories in height, with attic and basement. Its proprietor has become a favorite with the traveling public, his peculiarly well adapted characteristics and affability of manner making him a host most attractive to his guests.

The political interests of the province have also received a share of the time and attention of Mr. Hume. From 1898 to 1899 he served as minister of mines, and for four years prior to that time represented his district in the provincial parliament, discharging his duties in both positions with the utmost fidelity and trust. He is of a progressive spirit, giving his influence and contributing largely of his means to advance all enterprises tending to the promotion of the welfare of his home, and as the proprietor of one of the leading hotels of the province he is deservedly popular with all.

ROBERT WOOD.

The town of Greenwood is a monument to the enterprise and business capacity of Robert Wood, its founder and one of its principal promoters. The upbuilding of this town and the development of the industrial facilities and resources of the surrounding country are what Mr. Wood regards as the principal achievements of a very busy and interesting career.

Born in Walpole township, Haldimand county, Ontario, in 1841, a son of Rev. William and Rachel (Pugsley) Wood, both of whom are now deceased, he passed his boyhood and gained his education in the schools at Simcoe; but being of a restless disposition and a natural pioneer, he was always looking forward for the chance to explore the great west, and while yet a boy laid his books aside and suddenly started off with Alonzo Davis, an old forty-niner, for the placer excitement in Cariboo in the spring of 1862. He was not as successful in mining ventures as he had anticipated, and in the fall of the same year left the mines and took up farming on the Fraser river below New Westminster. In 1882 he came to the Okanogan country and started a business at Landstown, but there his building was destroyed by fire, at once, however, being rebuilt and his business continued with success. Later removing to Armstrong, he practically founded that town on his own ranch. In 1895, coming to the present site of Greenwood to investigate the outlook for mining and trading in this locality, he was very much impressed both by the resources of the mineral district and the natural advantages offered for a town site, and at once began the work of laying out a new town. This has been his home since that time. The townsite is owned by the firm of R. Wood and Company, Mr. Wood having

sold a large part of the land in the plat to C. Scott Galloway. Greenwood is now a substantial and prosperous town, with many improvements and advantages as a residence and business center, and its prosperity has in large measure been due to Mr. Wood's public-spirited enterprise.

He and a number of other citizens of Greenwood being owners of a lot of new mining property in the west fork of Kettle river, fifty miles west of Greenwood, it was evident to Mr. Wood that nothing could be done in developing the mining resources of this new district until transportation was provided. After an ineffectual interview with the Canadian Pacific officials, who gave him no encouragement in the matter, he himself studied out a scheme for building a railroad from Vernon to Midway via West Fork, and after a careful examination of the field to be covered by the enterprise he became convinced of the vast benefit to all the country involved and especially to the new mining district. His determination to carry through his transportation scheme has never been weakened by difficulties, apathy or opposition, and he has worked first and last for its success, which at this writing is assured. After his plans were formed he at once took a number of associates, obtained, in 1901, a charter and a bonus of four thousand dollars a mile, then, in 1902, a renewal of the charter with improved conditions and a subsidy of five thousand dollars per mile constructed, and in 1903 succeeded in getting a Dominion charter and a subsidy of six thousand dollars a mile. After overcoming many difficulties and discouragements it is a matter of pride with Mr. Wood to state that at this date (August, 1905), the road is under construction and he is looking forward with merited pleasure to his first ride over the line and to seeing the first carload of ore hauled by this route to the Greenwood smelter. Mr. Wood has been materially assisted in his many projects by the energy and business capacity of his wife, formerly Miss Margaret McLennan, of Port Rowan, Ontario. Mr. Wood is a member of the Masonic fraternity and of the Church of England. Influential in public affairs, he served as mayor for the first two terms after the founding of Greenwood, and is now a justice of the peace. He has given his influence to the steady and substantial development of Greenwood and vicinity, rather than endeavoring to "boom" the place in any way, and this economic policy has been most satisfactory to all concerned.

JOHN PECK.

John Peck, of New Westminster, is a fine representative of the modern industrial and technical activities which have revolutionized all departments of the world's work during the past half century. A son of John and Caroline Elizabeth (Clark) Peck, the former a native of Norfolk and the latter of Essex, England, his father an industrious and successful farmer and contractor, Mr. Peck was born in Essex, near London, in 1861, and spent his early years on his father's farm and went to a boarding school in Essex.

At an early age manifesting decided aptitude for mechanical pursuits, at the age of twelve he began learning the operation of traction and steam ploughing engines in the Essex steam plough works. Two years later, in 1875, he became an apprentice in the establishment of John and Water Wittingham, and here his two previous years' experience with machinery enabled him to complete his apprenticeship in three years instead of the regular period of five years. As apprentice he learned blacksmithing, boilermaking, draughting, pattern making, and became acquainted with the details of machine shop and construction work. After serving his apprenticeship he continued to work for the same firm one year.

In 1882 he emigrated to Canada, to Winnipeg, and was employed on the Canadian Pacific Railroad as fitter, erector, leading hand and superintendent of water supply, on the line between Brandon and Swift Current. Then for two seasons he superintended the steam ploughing machinery at the well known Qu'Appelle farm in Northwest Territory. Not yet satisfied with his technical equipment, he returned to England in the fall of 1885, and after passing successful examinations for the civil service, he obtained a position of engineer to the local government board for the districts of Wandsworth and Clapham in the southwest district of London. Then, to utilize all his spare time and his night hours, he entered Birbeck Institute, in Chancery Lane, and the city guilds and guilds of the London Institute, and there followed out a thorough four years' course in the evening classes, graduating with ample qualifications for teaching and carrying on practical work in mechanical and electrical engineering and the allied sciences.

In 1890 Mr. Peck came to British Columbia, accepting a position as machinist with the Reid and Currie Iron Works in New Westminster; later he was engineer on the steamer *Constance*, and then returned as foreman of the iron works. On the failure of this company he was appointed liquidator, and after winding up the affairs of the concern he became manager and part owner in the reorganized company. Buying additional ground, he estab-



John Peck

lished the Vulcan Iron Works, which continued as one of the foremost industries of the province until its destruction in the great fire of 1898.

In June, 1899, Mr. Peck was appointed by the provincial government as inspector of steam boilers and machinery for the province, in which his technical training and abilities have since found full scope. In June, 1901, after he had gone over the ground and made his reports, a number of inspectors were appointed and a board formed, at which time he was made chief inspector of machinery, which is his present office.

All things pertaining to the general welfare of his community elicit the interest of Mr. Peck, and especially anything in the line of his profession. In 1890 he started the Mechanics Institute in New Westminster, an institution which has been of inestimable practical value for the promotion of technical education. He has been a member of the board of trade since 1894, and was a director in the Royal Agricultural and Industrial Society. In 1899 he served as city alderman, and during that time did much effective service as chairman of the fire, water and ferry committee. He was elected in 1905 a member of New Westminster board of school trustees.

Mr. Peck married, in 1886, Miss Agnes E. Bacon. Their two children are Arthur Evan and Ethel Agnes.

EDWARD R. NORTHROP, M. D.

Dr. Edward R. Northrop, until May, 1905, numbered among the medical practitioners of Grand Forks, was born in Seymour, Connecticut, December 3, 1870, and for about six years had been identified with the professional interests of this place. The public acknowledged his capability as a representative of the medical fraternity and he enjoyed a liberal share of the public patronage. In addition to his private practice he was physican for the Granby Smelter. He is a licensed physician of Washington and of Pennsylvania and belongs to the Medical Association of British Columbia, and that of the United States. He is a young man of strong purpose and laudable ambition, brooking no obstacles that can be overcome by determination and earnest effort and well qualified for his practice he gained a place in the front rank among the representatives of the medical fraternity in this portion of British Columbia.

In June, 1899, Dr. Northrop married Miss Laura Merwarth, a daughter of Sylvester Merwarth, of Easton, Pennsylvania, and they have one child. During his residence in British Columbia he gained many warm friends and when in May, 1905, he resigned his position at the Granby Smelter and removed to Spokane, Washington, he was the recipient of many

expressions of sincere regret at his departure. He is now the appointed surgeon for the Spokane Traction Company and allied lines, and enjoys a large and profitable practice.

THOMAS SHANNON.

Thomas Shannon, who has perhaps done more for the improvement of the standard of stock raising than any other man in the province is now living in Cloverdale. He was born March 24, 1843, and was educated in the public schools of the county of Victoria, Lindsay, Ontario. He left school at the age of seventeen years and in 1861 started with his brother William for the Pacific coast. Going to California he was there engaged in mining, and in the fall of 1863 he came to British Columbia. In the spring of 1864 he went to Cariboo, where he engaged in mining for one season, and in 1865 he took up the land in Chilliwack valley, where he remained until the spring of 1874. About that time he was married and removed to Sumas, where he was engaged in stock raising until 1856, when he took up his residence which is his present place of abode in Clover Valley. He was the pioneer settler here, cultivating the first farm in this portion of the province. He purchased four hundred and eighty acres of land and developed one of the best farms in this portion of America. He has since carried on general farming and the raising of fancy stock, making a specialty of blooded horses, cattle, sheep and pigs. His son, Thomas, Jr., is one of the best known stockmen of this portion of the country and won a gold medal and thirty dollars in money at the Westminster Agricultural Society Fair in 1904 for being the best judge of all kinds of stock, the competition being open to the world.

In 1874 Mr. Shannon was married to Miss Mary Robinson, who was born on the Orkney Islands and is a daughter of Samuel Robinson, the pioneer fruit grower of the Fraser river valley and one of the first settlers of this part of the country, having been identified with the Hudson's Bay Company. Mr. and Mrs. Shannon have four sons and a daughter: Samuel Howard, who has charge of his father's farm and is superintendent of the Union Sunday School at Cloverdale, is also prominent and active in other walks of life, being a director and member of the Royal Agricultural Society of Westminster and a director and member of the British Columbia Agricultural Society of Victoria. For many years he was correspondent of the *Farmers' Advocate* of London for British Columbia. Mary Jane, the only daughter, is teaching school. George Walken, Thomas and John Wesley are all at home.

Mr. Shannon has traveled extensively through the province and is well posted on the general resources of the country. He was the first reeve of the municipality of Surrey and was connected with the council as field reeve or councilman for the first ten years after its incorporation in 1880. He has long taken a leading part in agricultural affairs and is a member of the Royal Agricultural Society of Westminster. He and his sons have done more perhaps toward raising the standard of stock interests than any man in the province. Mr. Shannon is also connected with the Ancient Order of United Workmen and is a charter member of the Independent Order of Odd Fellows at Cloverdale.

JOHN SAMPSON.

John Sampson, one of the foremost farmers of the Chilliwack valley, has had a prosperous and most active career, spent in various parts of the world, and during the period of his residence in the province of British Columbia he has enjoyed the highest esteem and respect of his fellow citizens and become an aggressive and valuable factor in affairs of citizenship and material welfare.

Mr. Sampson is a native son of the old county of Cornwall, England, where he was born May 20, 1859, and he has since lost by death both of his parents, William and Margaret Edwards (Tyacke) Sampson. He attended the Cornwall public schools during his youth and at the same time found busy employment on his father's farm, where he learned practical lessons of industry and skill and where he remained until he was nineteen years old. In 1878 he left home and emigrated to the fertile island of New Zealand, and remained in the southern hemisphere engaged in farming for seven years and a half. He then returned to Cornwall and farmed his native soil for four years. In 1891 he came out to the Dominion and bought a farm at Stonewall, where, however, he remained but nine months. In 1892 he came to Vancouver, and for several years was engaged in farming near Sumas, where he rented a place of twelve hundred acres. In 1898 he moved to his present location in the Chilliwack valley, where he owns one hundred and twenty acres, and rents an additional ninety-four acres. All of this land is under a high state of cultivation, and for careful operation and productivity his is one of the model farms of the valley. He also has one of the most comfortable and substantial farm houses of the locality, it being surrounded by a beautiful garden and grounds, and every appliance and improvement suggesting a high degree of skill and progressiveness in the owner of the estate.

Mr. Sampson returned to New Zealand in 1901 and there married Miss Margaret Fleming Bain, a daughter of Robert Bain, of that country. They are members of the Methodist church.

GEORGE TURNER.

George Turner, a prominent British Columbia pioneer, having arrived in the country in the spring of 1859, and now and for many years past connected with the Dominion government department of public works as a civil engineer, has been identified in countless ways with the history of his present home city of New Westminster from the date of its founding in the heart of the wilderness, through its subsequent career of prosperous development, to its happy and flourishing condition of today.

Born in London, England, September 17, 1836, of English and Scotch ancestry, a son of George and Helena (Wright) Turner, both English born, and the former of whom was a soldier in the British army and died in the service of his country while in the East Indies, Mr. Turner was reared by his widowed mother, and an uncle and his grandmother, and grew up in London, receiving his education in the schools of the metropolis. In March, 1855, being then nineteen years old, he joined the Royal Engineers, and on the 5th of September was assigned to work in government surveying, since which date he has been continually employed in this line of work, either on public or private enterprises. Several years later he and twenty other surveyors joined the British Columbia detachment which were sent around the Horn in the sailing vessel *Thames City* to their destination. This party surveyed not only in the New Westminster district, but the entire province for a number of years until the detachment was broken up, and since then he has continued civil engineering largely on his own account. Few men have a wider knowledge and acquaintance throughout the entire province, all of which has been the field of his work. When he arrived in the spring of 1859 New Westminster did not exist, and the engineering corps of which he was a member located the site, cleared away part of the dense forest, and gave location and name to what has since grown into this thriving city. There were, of course, plenty of Indians in the neighborhood, and the Fraser river gold discoveries of the previous year had attracted large numbers of miners, principally Americans, but these latter were not permanent and soon retired from the field. The river and the old Indian trails were the courses and avenues of trade and pioneer conditions were an every day fact for some years after Mr. Turner made his arrival. And especially wonderful to such an old-timer as Mr. Turner seems the transformation which has been



George Turner.

wrought in every condition and environment of civilization during the forty-five years of his career in this province. Mr. Turner was employed one year with the Canadian Pacific Railway—the railroads also made their appearance in British Columbia after his advent. In the employ of the Dominion and the provincial government he has laid out many of the wagon roads of the province, has also platted townsites, and done much engineering work for private corporations. His work has led him in exploration of the coast and the country in every direction, and he has been instrumental in many ways in building up the country.

In the early days Mr. Turner was a member of the Seymour artillery. He has served in the city council of New Westminster; is a member of the Church of England; is a charter member of the Independent Order of Odd Fellows in New Westminster, and of the Ancient Order of United Workmen. His present work as engineer is confined mainly to the operations in the channel of the Fraser river under the direction of the government.

In July, 1869, Mr. Turner was married to Mrs. Ann McColl, the widow of Sergeant McColl. She had six children by her first husband and three by her union with Mr. Turner, and they are all well settled in life. Mrs. Turner came to this province in 1861. Her children by Mr. McColl are: William, connected with the Imperial Canning Company; Mary Ann, who is the wife of Hugh Boyd, now residing in Belfast, Ireland; Helen, the wife of E. S. Scoullar, of Vancouver; Neil Lucknow. James and Miss Maria J. Mr. and Mrs. Turner's children are Frederick George, in the real estate business in Vancouver; Maud E., the wife of Herbert Appleby, who is with the Canadian Pacific Railway; and Annie H., the wife of J. R. Grant.

HENRY ALEXANDER STEWART.

Henry Alexander Stewart, practicing law in Nelson where he has resided since 1899, was born in Anchencloich, Ayreshire, Scotland, on the 28th of December, 1869, his parents being Charles S. and Eliza (Copland) Stewart. His father has departed this life, but the mother yet resides in London, England. Henry A. Stewart accompanied his parents on their removal from Scotland to England when but three years of age and he pursued his education in two of the best known institutions of learning in that country, Eton and Cambridge. After leaving college he went to Lincoln's Inn, where he prepared for his profession and was called as a barrister in 1895. He practiced for two years in London, during which time he earned just two guineas. Great is the competition there and it is with

the utmost difficulty that the new lawyer makes a start in the world's metropolis. Realizing that he must enter a more lucrative field of professional labor Mr. Stewart came to the far west, arriving in British Columbia in 1897. Here he entered upon a more advantageous field of labor, being for a time associated with Mr. Cassidy in practice in Victoria. For a year afterward he was with the firm of Fulton & Wall, of Kamloops, and in 1899 he came to Nelson where he has since remained in practice.

In 1900 Mr. Stewart was united in marriage to Miss Emily Aspland, a daughter of Sydney Aspland, of California. They have two children, Euphenia and David. Mr. Stewart is a Liberal in his political views and he is secretary of the Nelson Club.

WILLIAM WATTS.

William Watts, manager and founder of the Vancouver shipyard, was born in Collingswood, Ontario, on the 31st of December, 1862. The Watts family is of Irish lineage and his parents, William and Susan (Newton) Watts, were both natives of the Emerald Isle. The father was born in county Sligo and in 1849 emigrated to Canada, but subsequently returned to the Emerald Isle, where he wedded Miss Newton. He then brought his bride to the new world, going first to Toronto and afterward to Collingswood, where they reared their family of eleven children. Mr. Watts made ship and boat building his life work and is today the oldest shipbuilder of Canada, being in his seventy-fifth year, while his wife is sixty-five years of age.

William Watts, the only member of the family in British Columbia, acquired his education in his native town and learned the shipbuilder's trade with his father. He has continuously engaged in that business from boyhood to the present time. Making his way to the Pacific coast, he spent a year in Oakland and in San Francisco and became informed in the latest methods and designs used in shipbuilding there. Coming to Vancouver in 1888, he secured employment in that line and when his industry and economy had brought him sufficient capital to engage in business on his own account he established the Vancouver Shipyard in 1899, remaining as proprietor of the business until 1902, when he became one of the stockholders upon its incorporation. The incorporators were William Watts, J. W. Macfir, Russell Banester, E. B. Morgan, Captain Tait and George Taylor. The last named was elected president, James W. Macfir secretary and treasurer, and Mr. Watts manager. The principal work of the company is the building of yachts, fishing boats, canoes and racing shells and they do repair

work of all kinds. They have both steam and electric power and marine ways and can take out two hundred tons weight. They also have a machine shop in connection with the business, of which Mr. McDoogal is manager and their plant is equipped with all the tools and appliances necessary for any kind of repairing in their line.

In 1892 Mr. Watts was married to Miss Emily Louise Leckie, a native of Toronto, and a daughter of John Leckie. They have two sons, Howard and Clarence, and their home is a nice residence at No. 1208 Georgia avenue. Mr. Watts was reared in the faith of the Church of England, but he and his wife are now members of the Presbyterian church and he belongs to the Masonic fraternity and to the Independent Order of Odd Fellows.

GEORGE W. CHADSEY.

George W. Chadsey, now of Chilliwack, is a pioneer citizen of New Westminster district, where for the past forty years he has engaged in a varied and useful activity. As a farmer and stockman his success has been large, and he has been known for years as a substantial and prosperous man of affairs. His executive and administrative ability has also found other channels, and he has performed with equal energy and zeal as in private affairs the duties which have come to him as a citizen and member of society.

Mr. Chadsey is a native of Prince Edward Island, born in Ontario county, March 25, 1846, and his parents, James L. and Lucy (Hill) Chadsey, are both deceased. Educated in the public schools of Northumberland county, he afterward engaged in farm work in the states of New York and Michigan, and got a good preparation for the career which he was to follow throughout life. He came to British Columbia in 1865, and joining the first colony of settlers at Sumas, he pre-empted land there, and, when a youth of about twenty years, began to devote his energies and industry to making a success of agriculture in this province. Besides his pre-emption he purchased other land, and owned three hundred and seventy-two acres in that locality. For thirty-three years, a third of a century, he continued farming in its general phases and the raising of stock. In 1899 he moved to Chilliwack, where he has since made his home. He owns a beautiful residence in town, and also a tract of one hundred and sixty acres in the valley.

In 1887 Mr. Chadsey was appointed registrar of county court of New Westminster and notary public, and he still holds these offices. He is also registrar of births, deaths and marriages, and registrar of voters; is col-

lector of the municipality, and is secretary of the Chilliwack Agricultural Society.

He was married in 1870 to Miss Eliza Jane Thorne, a daughter of Edmund Thorne, of Brighton, Ontario. Their six children are as follows: Edna Augusta, the wife of J. A. Evans, of Chilliwack; George Edmund; Stephen A. and David W., twins; and Burdette Louise and Helen Georgiana Eliza.

FREDERICK J. HART.

Frederick J. Hart, insurance, real estate and financial agent at New Westminster, is an enterprising and successful representative of the class of young business men in British Columbia. Beginning practical life as a clerk in a store, he has ever since been making his way steadily to larger and more important fields of effort, and the fifteen years of his connection with the business interests of his present home city has been a period of increasing prosperity for himself and of benefit to the general welfare.

Mr. Hart was born in Trinity, Newfoundland, a son of William and Elizabeth (Finch) Hart, who came to Newfoundland from their native city of Birmingham, England. Mr. Hart's early education was received in the schools Colonial and Continental School Society. On leaving school at the age of eighteen he became a clerk in a mercantile house at St. Johns, Newfoundland, and after spending two years there came to British Columbia in 1890, having made New Westminster his permanent home ever since. During the first eight months he was employed on the construction of the waterworks system. He then became a clerk in an insurance office, and in a little more than a year, in 1891, he bought out his employers, and has since conducted a general insurance, real estate and financial business on his own account. In May, 1905, the business was incorporated under the style of F. J. Hart and Company, limited, and established a branch office at Vancouver, British Columbia, Mr. Hart being president and general manager. Mr. Hart is identified with other interests, among them being Westminster Trust and Safe Deposit Company, Limited, the Western Steamboat Company, Limited, being its manager, and the Westminster Masonic Temple Company, Limited. His transactions in these lines have been steadily increasing in volume and value, and he is now a leading representative of that class of business in the province.

Mr. Hart is a public-spirited citizen and is actively concerned in matters pertaining to the improvement of his city. He served as an alderman in 1902. He is a member of the council of the local board of trade. Mr.



Frederick J. Hart

Hart is commissioner in British Columbia for the Island of Newfoundland. As a Conservative he has always manifested much interest in local and provincial politics. Fraternally he affiliates with the Masons, the Independent Order of Odd Fellows, and with the Sons of England.

In 1895 Mr. Hart married Miss Alice Chapman, who was born in Birmingham, England. Her father, Edward Chapman, emigrated to Newfoundland when a young man. Three children have been born of this marriage; namely, Kingsley Chapman, Florence Elizabeth and Fredrica Alice.

JAMES MUIRHEAD.

Victoria includes among its representative business men and respected citizens James Muirhead, who has long been identified with its industrial interests as a manufacturer of sash, doors and mouldings. He was born in Starlingshire, Scotland, on the 20th of November, 1837, and is a descendant of an old and honored Scotch family, of which country his parents, John and Agnes (McClern) Muirhead, were also natives. In his youth the father went to Halifax, there learning the carpenter's trade, and after spending some years in that city as a carpenter and builder he returned to Scotland, and the remainder of his life was spent in his native land. He was a man of sterling character, and attained to a ripe old age, his honored wife preceding him several years to the home beyond. They were worthy members of the Presbyterian church, and in their family were four children.

James Muirhead, the only member of his father's family in the Province, received his education in Glasgow, Scotland, there also learning the carpenter and joiner's trade. In 1857 he left his native land of hills and heather and went to Ontario, Canada, where he worked at his chosen occupation for about two years, after which he went to New York City, thence to New Orleans, and for two and a half years was a resident of Peru. In 1862 he came to Victoria, British Columbia, this journey being due to the many thrilling stories he had heard concerning the Cariboo gold discoveries, but in place of going to the diggings he decided to follow the occupation he had previously learned and thus became a contractor and builder in Victoria. Among other work on which he was engaged was the building of the penitentiary. In 1870 the firm of Muirhead & Mann was formed, and they embarked in the manufacture of sash, doors and all kinds of wood work for building purposes, and in addition they have also done considerable steamboat work, the steamer *Princess Beatrice* being among the number completed by this firm. Mr. Mann is now retired from the business, and Mr. Muirhead is associated therein with his two sons, John Thomas

and James McClearn. In his family are also two daughters, Agnes and Bertha.

The marriage of Mr. Muirhead occurred in 1870, when Miss Rebecca Fleming became his wife, her birth occurring in Australia, but she is of Scotch parentage. The family reside in a beautiful residence which Mr. Muirhead has had built on the Esquimault Road. Throughout the period of his residence here he has been identified with many business interests, has acquired considerable valuable city property, and is numbered among Victoria's prominent and successful citizens.

HON. GORDON HUNTER.

Hon. Gordon Hunter, chief justice of the province of British Columbia, is a native of Ontario, Canada, born in Bansville, on the 4th of May, 1863, and is of Scotch and Irish ancestry. His father, J. Howard Hunter, was born in the south of Ireland and is descended from one of the old and distinguished families of that country. He married Miss Ann Gordon, a native of the highlands of Scotland, representing one of the old families that for generations had lived in the mountainous districts of Scotland. In 1860 Mr. and Mrs. J. Howard Hunter emigrated to Ontario, Canada, where they are both living, he occupying an important office of honor and trust in that city. They became the parents of seven children, Judge Hunter being the only one in British Columbia. Two of the sons are prominent barristers of Ontario. Having acquired his preliminary education Judge Hunter continued his studies in the Toronto University, of which he is graduate of the class of 1885 and his superior proficiency in his different studies won for him both the gold and silver medal given by that institution. Determining upon the practice of law as a life work, he became a student in the office of McCortney & Osler and was graduated in 1888. For about three years he practiced in Ontario and in 1891 came to Victoria, British Columbia. In the following April he was admitted to the bar of the province, but soon afterward received the appointment of crown solicitor. He formed a partnership with Hon. Theodore Davie, late chief justice of the province, and the relation was maintained until the elevation of Judge Davie to the bench. Mr. Hunter then formed a partnership with Mr. Duff and is now a justice of Victoria. Judge Hunter held the office of labor commissioner and in March, 1902, was made chief justice of the province. The legal profession demands a high order of ability, and a rare combination of talent, learning, tact, patience and industry. The successful lawyer and the competent judge must be a man of well-balanced intel-

lect, thoroughly familiar with the law and practice, of general information, possessed of an analytical mind and a comprehensive self control that will enable him to lose his individuality, his personal feelings, his prejudices and his peculiarities of disposition in the dignity, impartiality and equity of the office to which life, property, right and liberty must look for protection. Possessing these qualities Judge Hunter justly merits the high honor which was conferred upon him by his elevation to his present high office.

In January, 1896, Judge Hunter was married to Mrs. Ada Nelson, a daughter of Charles F. Johnson and a native of Springfield, Illinois. Their residence is located in Belleville avenue, overlooking James Bay and the city, and its attractive hospitality is greatly enjoyed by their many friends. Judge Hunter is a man of fine personal appearance, five feet eight inches in height and weighing two hundred pounds. He has a splendid physical development and, moreover, he possesses the sterling traits of character which command confidence and respect in every land and clime. Entirely free from ostentation or display, approachable and genial, he nevertheless has upon the bench the dignity which should ever be associated with his high office and the citizens of the province have every reason to be proud of their chief justice.

HON. LYMAN P. DUFF.

Hon. Lyman P. Duff, a justice of the supreme court of the province of British Columbia, and one of the abler representatives of a bar which numbers many men of talent, was born in Meadfield, Ontario, on the 7th of January, 1865, and is descended from Scotch ancestry. His father, the Rev. Charles Duff, was born in England, in which country he acquired his education and was ordained to the ministry of the Congregational church. When a young man he crossed the Atlantic to Ontario, where he formed the acquaintance of Miss Isabelle Johnson, a native of the Dominion, whom he made his wife. For many years he devoted his time and energies to the active work of the church but has now retired from the ministry and resides in Ontario, in the seventieth year of his age.

Judge Duff, the only member of the family residing in British Columbia, obtained his literary education in Toronto University, where he won the degree of Bachelor of Arts upon his graduation with the class of 1886, and in 1890 the same institution conferred upon him the degree of Bachelor of Law, when he had qualified for admission to the bar. He entered upon the practice of his profession in Ontario in 1893 and he came to Victoria

in 1895. In less than ten years he has been elevated to the supreme bench. In his law practice his success came soon because his equipment was unusually good. Along with those qualities indispensable to the lawyer, a keen, rapid, logical mind plus the business sense, and a ready capacity for hard work, he brought to the starting point of his legal career certain rarer gifts—eloquence of language and a strong personality. An excellent presence, an earnest, dignified manner, marked strength of character, a thorough grasp of the law, and the ability to accurately apply its principles are factors in his effectiveness as an advocate, and on the bench his course has shown him to be the peer of older justices of the court of last resort.

Judge Duff was married in 1898 to Miss Elizabeth Bird, a native of Ontario, and they have one of the delightful homes which adorn Victoria. Mrs. Duff is a member of the Church of England and he attends its services and contributes to its support. During his residence in British Columbia he has won warm personal friendship as well as high professional regard, and his position socially and at the bar is a merited tribute to his worth and talents.

THOMAS COWAN.

Thomas Cowan, postmaster at Ladysmith, is a citizen of the Dominion and of British Columbia of some twelve years' standing, having come to this country early in his business career, and the record he has since made shows how deserving he is of the esteem and friendship of his fellow citizens, whom he has so efficiently served as postmaster during the past several years.

Mr. Cowan is a native Scotchman, having been born in the city of Glasgow, September 27, 1868, and his parents, Hugh and Margaret (Boyd) Cowan, are still living in the native land of the hills and heather. A public school near Glasgow furnished him his early educational equipment for life, and on leaving that he immediately went to work in a grocery establishment, continuing in that line in the old country until he was twenty-four years of age. In 1892 he came out to Nanaimo, British Columbia, and some time later to Wellington, in both of which places he continued his work in the grocery trade, and in the latter place was also in business on his own account. He came to Ladysmith to take charge of the grocery department of the Simon Lieser and Company, with which he remained two years. He then received his appointment as postmaster, and is most satisfactorily filling this office at the present time.

Mr. Cowan was married in 1893 to Miss Maggie McKay, a daughter

of John McKay, of Paisley, Scotland. They have one child, Maggie. Mr. Cowan is a member of St. Mirren Lodge No. 129, A. F. & A. M., and of Harmony Lodge No. 6, I. O. O. F., and he and his wife are Presbyterians.

C. J. V. SPRATT.

C. J. V. Spratt is a member of the well known Victoria firm which owns and controls the Victoria machinery dépot, owns the marine railroad, are steamboat builders, and also engineers and designers of vessels. This business forms one of the important industries of the city, and has been built up and still remains in the hands of one family of capable and energetic men. This enterprise was established in 1888 by Mr. Spratt's father, Joseph Spratt, who was not only a benefactor to his city in this way, but also worked for the welfare of Victoria in many other enterprises, and was a man honored and esteemed for his high worth of character.

Mr. C. J. V. Spratt is a native son of Victoria, where he was born August 1, 1873. He was educated at Port Hope, and since his father's death he has had active charge of the business, and continued to broaden its lines of activity and usefulness. In 1896 the firm was incorporated. Mr. A. J. Bechtel, a brother-in-law of Mr. Spratt, is a stockholder, and the entire business is owned by members of the family.

Mr. Spratt was happily married in 1894 to Miss Ethel Duel, a native of Sacramento, California. They are valued members of the Episcopal church, and Mr. Spratt is a member of the Native Sons of British Columbia. Their delightful and hospitable home known as the "Armitage" is situated on the Gorge, and Mr. and Mrs. Spratt have a wide acquaintance and are held in high esteem in the social circles of Victoria.

JOHN MESTON.

John Meston is a Victoria resident of more than thirty years' standing, and his personal character and standing in the community are such that his name is always mentioned with respect and the esteem due to industry, well directed energy, integrity and generous interest in the welfare of city and society. These qualities have in fact been the most important elements in his success, for he is what may be called a self-made man and began life without any capital except keen intelligence and unlimited capacity for labor at a trade which his early years had been spent in acquiring. In the business circles of Victoria Mr. Meston is best known as having made the longest and best record as a carriage and wagon maker and blacksmith, and as

having built up an establishment of this kind which in extent and excellence of workmanship has no equal in the city or province.

Mr. Meston was born in Scotland in 1849, being of thrifty and worthy Scotch Presbyterian ancestry. The most reliable traditions of the family point to France as the original home seat. The generations in Scotland go back to the learned William Meston, who was born in Midmar, Aberdeenshire, Scotland, in 1688. He was a professor of philosophy in Mareschal College of Aberdeen. Having espoused the Stuart cause in the rebellion of 1715, he was appointed governor of Dunnottar Castle, and later in life he became interested in educational institutions. He died in 1745, and in 1776 a book of his poems was published at Edinburg under the title of "Poetical Works of William Meston." He has been described as a fine classical scholar, philosopher and mathematician. It is believed that the grandfather of this versatile man, the Rev. W. Meston, moved from France to Scotland in 1625, thus transferring the name and family seat to Scotland. The most frequently recurring names in the old family records are Archibald, Alexander, Charles, James, Thomas, William and John, and the various generations of the family in Scotland have had numerous members and many of them gained high social, professional and business positions.

Mr. Meston's father was Archibald, a native of Scotland, who married Miss Ann Clark, also a native of that country, and they were well-to-do farmers and esteemed members of the Presbyterian church. The father lived to the ripe old age of eighty years.

Mr. Meston is the only member of the family in British Columbia. He was educated at his home locality in Scotland, where he also learned his trade, and in 1872, when in his twenty-third year, he emigrated to Toronto. He arrived there without means other than the possession of a good trade and the intelligence and industry necessary to make it a success, and the very next day after reaching Toronto he began work as a journeyman. After remaining in Ontario two years he came out to Victoria, thence went on to Moodyville, where he did the iron work for the first sawmill. He prospected and mined for a time in Cassar, and by these enterprises made the money which enabled him to start in business on his account. He bought an interest in a shop in Victoria with Mr. James McKerson as partner and six years later bought his partner's interest. Since then he has been the sole owner of the business, and through his energy and reputation for thorough reliability has built up a very extensive business. In 1892 he built the large brick block in which he has his works, equipped with all the latest machinery and tools, and fitted out for all work in carriage-making and

general blacksmithing. Mr. Meston has built many carriages, wagons and vehicles of all kinds. For the past fourteen years he has had the agency of a large carriage manufactory in Montreal, and also handles the Deering farm machinery. His success has been worthily attained, and none can envy his position in manufacturing and business circles.

In 1886 Mr. Meston married Miss Sarah Baker, a native of Ontario, and during their happy married life of nearly twenty years three children have been born to them in Victoria, namely: John Victor, Sarah Aneta, and Joseph Charles Douglas. They have a nice home in Victoria, and it is the more enjoyable to them because it is almost entirely of their own making. Mr. Meston constructed the iron fence which surrounds the house and grounds, and all the trees and shrubs and flowers were set out by their own hands. Outside of the large demands which his business makes upon his time and energy, Mr. Meston gives his principal attention to his church. He is an active member in the First Presbyterian church of Victoria, and for many years has been the efficient superintendent of its Sunday school. He is a member of the Woodmen of the World, but of recent years has not found time to keep up active work in that fraternity. For the welfare and progress of his church he is willing to perform all services that may devolve upon him, from ringing the bell for service to superintending the Sunday school, and his worth in the church and in business is appreciated by all who know him.

WILLIAM F. SALSBUURY.

William Ferriman Salsbury, local treasurer of the Canada Pacific Railway at Vancouver, is one of the early settlers and upbuilders of the city, having come here on the first overland train which reached Vancouver, on the 4th of July, 1886. He settled here in the following May and has since been closely identified with its interests, his labors pushing forward the wheels of progress.

A native of Surrey, England, Mr. Salsbury was born on the 16th of February, 1847, and is descended from English ancestry. His father, William John Salsbury, was born in England and was there married to Miss Sarah Ferriman, a native of the same country. He followed merchandising for many years and was influential in his home locality. Both he and his wife belonged to the Church of England and he died in the fifty-eighth year of his age, while his wife, long surviving him, attained the advanced age of eighty years.

William F. Salsbury, the only member of the family in British Columbia,

was educated in his native country and has been continuously connected with railroad interests since 1861. He was first in the ticket office at Brighton station in England, there remaining for ten years. He emigrated to Canada in 1870, and, entering the service of the Grand Trunk Railroad Company, acted as assistant in the office of Joseph Hickson, who was then treasurer of the road. Mr. Salsbury continued there until February, 1881, when he resigned his position to join the forces of the Canadian Pacific Railway Company when its line was completed. He at first occupied the position of accountant and continued in the financial department of the road, being appointed assistant treasurer at Montreal. He then came to Vancouver to accept the position of local treasurer of the Pacific division, in which capacity he has now been serving for eighteen years. He is a man of excellent business ability and executive force and his long connection with the railroad service and his varied experience well qualified him for this position and for the organization of the department here.

Immediately after arriving in Vancouver Mr. Salsbury became identified with matters of local import and concern and has contributed in large and helpful measure to the general good. He has been an active member of the board of trade of the city and was its president in 1902-3. He is now a member of the council of the board, also on the board of arbitration and on the railway and navigation committee. His co-operation may always be counted upon in matters of public progress and improvement and the value of his labors is widely acknowledged.

Mr. Salsbury was married in 1870 to Miss Sarah Jane Wales, of English ancestry, and they have had five children: Arthur Ernest, William F., Lillian, Frederick T. and Mary. They have one of the attractive homes of Vancouver. They are members of the Church of England and Mr. Salsbury belongs to the Masonic fraternity, being a past master of his lodge. He is a worthy representative of British Columbia's business men and progressive citizens and the enterprising spirit of the age has been manifest in his career and especially in his efforts for the public good.

LEWIS FRANCIS BONSON.

Lewis Francis Bonson, who has farming interests in the vicinity of New Westminster, was born May 10, 1830, in Peeblesshire, Scotland, on the Tweed river, his parents being Henry and Marion (Howison) Bonson, who were also natives of Scotland and belonged to old families of that country. The father was for many years in the employ of Sir Thomas Gibson Carmichael, owner of Castle Craig.



L. J. Bonney

Lewis F. Bonson was educated in the public schools of Kirkurd to the age of fifteen years, after which he was apprenticed to the joiner and wheelwright's trade, thus serving for four years. In 1849 he went to Edinburgh where he was employed as a joiner until 1851 after which he followed the same pursuit in London until August, 1854. He there became a member of the corps of Royal Engineers at Woolwich, where he spent a brief period, after which he went to Chatham. In 1855 he served in the Crimea, remaining until peace was proclaimed in 1856. On leaving the Crimea he went to the Garrison of Gibraltar where he remained for five months, when he returned to England. Two months later he was sent on special service to Central America, and returned early in 1858. When three months had gone by he again left the British Isles, this time his destination being British Columbia, to which he traveled by way of the Isthmus of Panama. He brought with him a party for the purpose of preparing barracks and quarters for the detachment of engineers who were en route by way of Cape Horn and who arrived in 1859.

In 1863 Mr. Bonson at his own request was discharged from the Corps of Engineers and resumed the duties of private life. He turned his attention to contracting and building at Westminster and was road superintendent for the provincial government from 1876 until 1880. He afterward engaged in the wholesale liquor business at New Westminster where he remained until 1892, when he sold out and purchased a farm of three hundred and seventy acres at Keatsey, about ten miles from Westminster. There he remained until 1905, when he sold a portion of his land.

On the 12th of July, 1858, Mr. Bonson was married to Miss Jemima Urquhart, a native of Cromerty, Rosshire, Scotland. They have four sons and two daughters. Mr. Bonson was a member of the New Westminster Rifles and served as first lieutenant under Captain Peele, this being the first volunteer company in New Westminster.

ANTHONY J. McMILLAN.

Anthony J. McMillan, an active representative of mining interests, now general manager for the Leroy Company, makes his home in Rossland. Nearly every country on the globe has furnished citizens to British Columbia, but no element in its national existence has proven a more potent factor than that furnished by Scotland. Mr. McMillan, a native of the land of hills and heather, was educated in England and he yet spends a portion of his time in the city of London. He came, however, to British Columbia in 1894 and was largely interested in mining on his own account, at the

same time representing some English companies. In 1902 he was made a director of the Leroy Company, and his services were considered of such value by the directors of the company in England that in 1903 he was made managing director in British Columbia, while in September, 1904, he was further honored with the position of general manager of the company. He has lately reorganized the entire working force of the company and the properties now are on a dividend paying basis. When he took charge the company had incurred an indebtedness amounting to one million two hundred and fifty thousand dollars, but today all financial incumbrance has been cleared away and the property is now yielding a good financial return. J. W. Ashley has been appointed general superintendent and will have charge during the absence of Mr. McMillan. The Leroy properties cover the Rossland and Northport Washington trail. Mr. McMillan is thoroughly conversant with the subject of mining in the province, has intimate knowledge of mining conditions, is acquainted with the best processes of securing the ore and transforming it into a marketable commodity and in this field of endeavor by his executive force, keen discernment and business capacity is contributing in large measure to the success of the company and at the same time promoting the general prosperity of the locality through the employment furnished to many workmen.

WILLIAM L. TAIT.

William L. Tait is a capitalist holding valuable property interests in Vancouver, and to him there has come the attainment of a distinguished position in connection with the great material industries of the state, and his efforts have been so discerningly directed along well defined lines that he seems to have realized at any one point of progress the full measure of his possibilities for accomplishment at that point. A man of distinct and forceful individuality, of broad mentality and most mature judgment, he has left and is leaving his impress upon the industrial world. For years he has been an important factor in the development of the natural resources of the province, in the upbuilding of Vancouver and in the promotion of the enterprises which add not alone to his individual prosperity but also advance the general welfare and prosperity of the city in which he makes his home.

William L. Tait was born in Scotland in 1850 and is the son of William L. Tait, Sr., who was a native of that country and emigrated to Canada in early life. The father was a blacksmith and carriage maker by trade and for many years was closely identified with industrial interests. He

died in the year 1887 at the advanced age of eighty-eight years. He had for a long period been a resident of McKean county, Pennsylvania, and it was there that William L. Tait of this review acquired his early education. In 1862 the family went to Canada, where the father spent his remaining days, and in the province William L. Tait completed his school life. He then entered upon his business career in connection with the manufacture of lumber and shingles and before his removal to Vancouver was engaged in an enterprise of that character in Winnipeg for some time. The favorable reports heard concerning the far west with its splendid business possibilities and great natural resources of the country attracted him and on the 13th of February, 1891, he arrived in Vancouver. The town was then in the fifth year of its existence and it has since had a very phenomenal growth.

Mr. Tait in his business career kept posted with the development of the city, improving every opportunity that led to substantial and honorable success. Recognizing the splendid field for following lumber industries he engaged in the manufacture of shingles, erecting a shingle mill and a saw-mill, which he operated with splendid success for a number of years, having a very extensive patronage that brought to him a gratifying financial return. In 1902 he sold this property to the Rat Portage Lumber Company, which is still conducting a large business. As the years passed by and his financial resources increased Mr. Tait invested in city property, has erected a large number of residences and is still engaged in that business, putting forth every effort in the improvement and development of the city. He may well be termed one of its promoters, for his efforts have been directed along lines that have resulted in general benefit as well as individual prosperity. His own residence at No. 752 Thurlow street is a very commodious one, of attractive style of architecture, and is surrounded with beautiful flowers and shrubs, indicating the good taste and refinement of the family.

In 1871 Mr. Tait was married to Miss Jane Donaldson, a native of Ontario and of Scotch ancestry. They are the parents of eight children: James D., who is engaged in the shingle manufacturing business; Edward R., of the firm of Cooke & Tait, shingle and lumber manufacturers of Vancouver; Arthur W., who is in the mill with his brother; Ethel, the wife of S. Wilson, a boot and shoe merchant of Vancouver; Percy, who is acting as accountant in his brother's mill; Melville, who is in the employ of the Canadian Pacific Railway Company; Edith and C. L., at home. The family hold membership in St. Andrew's Presbyterian church and their social prominence gains them the entree into the best homes of Vancouver. For several years Mr. Tait has been numbered among Vancouver's most

prominent and progressive citizens. He may well be termed one of the founders of the city, for he has been the promoter of many of its leading business enterprises, and the growth and development of a city depend upon its commercial and industrial activity. His connection with any undertaking insures a prosperous outcome of the same, for it is in his nature to carry forward to successful completion whatever he is associated with. He has earned for himself an enviable reputation as a careful man of business, and in his dealings is known for his prompt and honorable methods, which have won him the deserved and unbounded confidence of his fellow men.

GEORGE I. WILSON.

In noting the salient points in the history of Vancouver, the elements that have contributed to its development and have promoted its interests along lines of modern progress, it is imperative that consideration be given those who are prominent in connection with the salmon canning industry, for this has been one of the chief sources of British Columbia's development, especially in its coast districts. Mr. Wilson is secretary and treasurer of the British Columbia Packing Association, the largest salmon canning company in Canada, with headquarters in Vancouver.

There is no representative of the family in British Columbia save George I. Wilson, who was reared in the land of his nativity, acquiring his early education at Fordyce. He entered upon his business career when but fourteen years of age, becoming an employe in the general mercantile establishment owned by Colonel Moir. He then removed to Edinburgh and accepted a position in the store of Dimmic & Guthrie, retail grocers, with whom he remained for two years. He then emigrated to New Brunswick and accepted a position as traveling salesman with Mann, Byers & Company, traveling throughout New Brunswick and Nova Scotia and making large sales of dry goods for that house. He formed a wide and favorable acquaintance in this way and this step also led to his recognition of an opportunity for a business enterprise in Chatham, New Brunswick. There he opened a dry goods store on his own account and successfully conducted it for fifteen years, constantly enlarging the scope of his labors and increasing his stock to meet the growing demands of the trade. In 1887 he came to Vancouver and opened the first exclusive dry goods establishment in the city. He conducted this business until 1897 and was well known as one of its leading merchants, his business enterprise contributing to the general commercial prosperity as well as his individual success. In the meantime

he had extended his efforts to other fields, having become interested in the canning business. He was one of the organizers of the Pacific Coast Canning Company, with which he was connected for a number of years, and he was also interested in the Brunswick Canning Company, being a third owner of this plant. He also acted as agent for it and later he became owner of the Alliance cannery, while at the formation of the British Columbia Packing Association he sold all of his plants to the new corporation. He was chosen secretary and treasurer, and in 1893, on the retirement of Mr. Doyle, he was also made general manager, which gave him the control of its vast industry. This is the largest canning company in Canada, with headquarters in Vancouver.

In 1887 occurred the marriage of Mr. Wilson and Miss Elizabeth J. Bain, a native of New Brunswick, and a daughter of Hugh Bain, of Chatham, that country. They have had four children, as follows: Hugh, who is acting as bookkeeper for the British Columbia Packing Association; Jean, Cedric, and Ronald. They are members of St. John's Episcopal church, and Mr. Wilson is a past master of a Masonic lodge in New Brunswick. He was for seven years a member of the city license board and for nine years an active member of the school board of the city, while since its organization he has been a valued member of the Board of Trade.

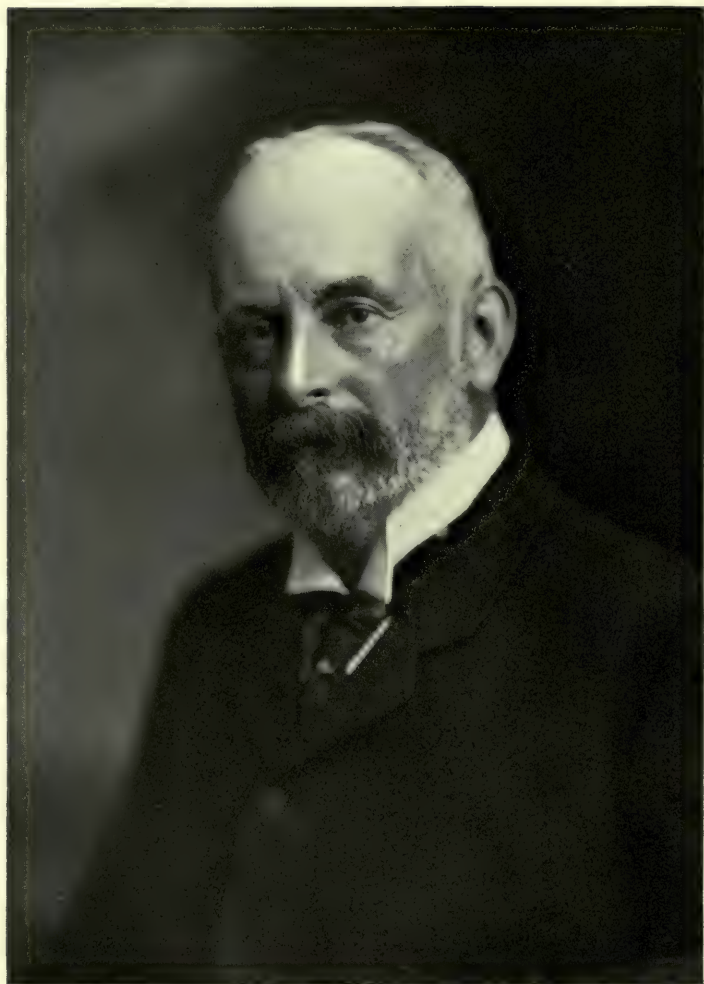
WILLIAM RALPH.

Earnest effort, close application and the exercise of his native talents, have won for William Ralph a creditable and honorable position in Vancouver's business circles, where he is widely known as a prominent hardware merchant, dealing in stoves, house furnishings, furnaces and steel metal work. He was born in Goodrich, Ontario, on the 4th of December, 1860, and is descended from Scotch and Irish ancestry. His paternal grandfather, Robert Ralph, on leaving his native country, became a resident of Canada in 1830, and his son, John Ralph, was born in London, Ontario. The latter married Miss Elizabeth Ross, who was born in Ingersoll, Ontario, and is of Scotch lineage, her father, Edmund Ross, having emigrated to Canada in 1830. She was reared in the Presbyterian faith, while Mr. Ralph was reared in the Church of England. In order to provide for his family he conducted a hardware business and was for some years an active and enterprising merchant of Goodrich, Ontario. Unto him and his wife were born seven children, of whom three daughters and three sons are living, namely: Marian Grace, who became the wife of James Galloway and resides in Nanaimo; Eva Margaret, a resident of Vancouver; Elizabeth, the

wife of Dr. Wilson; Harold, who resides on a stock ranch forty miles north of Medicine Hat; and two who are not residents of British Columbia.

William Ralph was educated in his native town as a public-school student and became familiar with the hardware business under the direction of his father. On leaving home he worked as a journeyman in Detroit, St. Louis and St. Paul, and for a year and a half occupied the position of foreman with the firm of Vair & Miller. He became a resident of Vancouver in 1888 and opened his present hardware store, beginning operations on a small scale, but meeting with constantly growing success. He was first located on Canal street in a small frame building, and as the town grew and his business reached larger dimensions he removed into more commodious quarters. Subsequently needing still more room he secured possession of the large block at No. 126 Hastings street. The building is twenty-five by one hundred and twenty feet, three stories in height, and basement, all of which is occupied by his large stock of hardware, stoves, house furnishings, furnaces and steel metal work. He was first associated with James M. O'Tool as a partner, and this relation was maintained for three years, when they divided the stock and real estate, and Mr. Ralph has since conducted business alone, meeting with very favorable success. As his financial resources increased he has invested in city property, which has reached a much higher valuation owing to the rapid growth and development of Vancouver.

In 1899 Mr. Ralph was united in marriage to Miss Mary Shopland, of London, Ontario, a daughter of John Shopland of that city, a mill owner and manufacturer there. They have two children, one of whom is living, Robert Sinclair Ralph, born in Vancouver. They have a delightful home on Burnaby street. Mr. Ralph is a member of the board of trade of his city and takes an interest in all that pertains to its welfare, while socially he is a valued member of Mount Hermon lodge, No. 7, A. F. & A. M., of Vancouver, in which he took his first degree. He is a self-made man, who, without any extraordinary family or pecuniary advantages at the commencement of his career, has battled earnestly and energetically, and by indomitable courage and integrity has achieved both character and fortune. By sheer force of will and untiring effort he has worked his way upward and is numbered among the leading business men of Vancouver.



Clermont Livingston

CLERMONT LIVINGSTON.

Clermont Livingston, the chief promoter and the manager of the Tyee Copper Company, which is one of the few companies that has developed and maintained a thoroughly successful copper smelting plant in British Columbia, is a resident of Duncans, where he is held in high esteem for his broad usefulness as a citizen and business man. He has been concerned in several enterprises of monumental importance during his career, and the success which has uniformly attended his endeavors marks him as a man of unusual acumen and executive capacity in the direction of commercial and industrial affairs.

Mr. Livingston was born in Middlesex, England, October 15, 1850, his parents, Jasper and Mary (Shuttleworth) Livingston, being deceased. He was finely educated in England and in Heidelberg, Germany, and in young manhood entered upon a promising and broad business career. For twenty-five years he was the owner of a big shipping house in London, and was also interested in mining in South Africa. When copper was discovered in paying quantities in British Columbia in 1897, he at once examined the possibilities and determined to develop the industry in this province. For this purpose he started a development company, out of which has since grown the Tyee Copper Company, which he organized as a development company in January, 1899. He then returned to England and financed the concern, and in 1900 was organized the Tyee Copper Company upon its present basis. Capital for the establishment of a local smelter was obtained in 1901, and the smelter was completed and began operations in January, 1903, although steady shipments of ore began in September, 1902. The mines have since paid large dividends, and the Tyee has the distinction of being the first paying copper property to be developed in British Columbia.

COLONEL THOMAS O. TOWNLEY.

Varied have been the interests in the life record of Lieutenant Colonel Thomas Owen Townley. Military and political service have divided his time and also attention to the practice of law, and his connection with the public affairs of Vancouver has been of acknowledged benefit to the city. Born in Newmarket, Ontario, on the 18th of August, 1862, Colonel Townley is descended from ancestry of Lancaster, England, and the family record can be traced far back in the history of that country. His father, John Townley, was born in Lancaster and in early manhood emigrated to Canada. He became a merchant, enterprising and progressive in his business

life, and through his well directed labors winning creditable success. He was married in Montreal, Canada, to Miss Alice Dixon, also a native of Lancaster, England. They were valued members of the Church of England and in that faith reared their family, numbering six children, all of whom are still living. The family circle, however, was broken by the hand of death in 1867, when the husband and father was called to his final rest. His wife still survives him and now resides in Vancouver, in 1904, in the seventy-fourth year of her age, making her home with her son, J. D. Townley, assistant superintendent of the Canadian Pacific railroad.

Colonel Townley having acquired a good preliminary education, continued his studies in Trinity University of Toronto, Canada, from which institution he was graduated in 1882, winning the degree of Bachelor of Arts. He then went to Winnipeg, where he studied law, and in 1885 was admitted to the bar. He then entered upon practice and continued a resident of Winnipeg until 1888, when he came to Vancouver, opening an office in this city for the prosecution of his profession. His ability was soon recognized, and in 1889 he was appointed registrar of titles for the New Westminster district, occupying that position in a creditable manner until 1903, when he resigned in order to again enter upon the practice of law. In 1901 he was elected mayor of Vancouver and filled this position of trust and responsibility for one term. It was during his incumbency that the Prince and Princess of Wales visited the city and he had the high honor as mayor of Vancouver to receive them in his official capacity and deliver the reception address. This was one of the most important and enjoyable events that has ever occurred in the city, and Colonel Townley discharged the duties that devolved upon him on this occasion with honor to himself and credit to the citizens of Vancouver. His military service covered ten years' connection with the militia, during which time he was promoted to the rank of lieutenant colonel, but he resigned in 1896.

In 1886 occurred the marriage of Colonel Townley and Miss Frances M. Roe, a native of Newmarket, Canada, and a daughter of William Roe, who was of English ancestry. Six children have been born unto them: Fred Laughton, Evelyn Roe, Lawrence, Edith Emily, Max Mingaye and Philip Ford. The parents are members of the Church of England and have a beautiful home in Vancouver, where they are numbered among the city's most highly esteemed residents. Fraternally Colonel Townley is connected with Cascade lodge, No. 12, A. F. & A. M., and he is also a member of the Order of Eagles and the Order of Foresters. In no calling to which man gives his attention does success depend more largely upon individual

effort than the law, and that Colonel Townley has achieved distinction in the field of jurisprudence at once attests his superior ability and close application. A man of sound judgment, he manages his cases with masterly skill and tact; is a logical reasoner and has a ready command of English. His powers as an advocate have been demonstrated by his success on many occasions, and he is an able lawyer of large and varied experience in all the courts. Thoroughness characterizes all his efforts and he conducts all his business with a strict regard to a high standard of professional ethics.

CHRISTOPHER MORLEY.

Christopher Morley is one of the pioneers of 1862 to British Columbia, and his career since that year has been of varying prosperity during the first part, but of recent years he has attained to rank among the successful and worthy business men of Victoria, and is a citizen of known integrity and business capacity among all his friends and business associates. In business circles he is widely known in Victoria, as also in other parts of the province, as a manufacturer of soda water and other temperance drinks, and his own energy and business acumen have gone into this enterprise and broadened his trade to large proportions.

Mr. Morley is a native of Leicestershire, England, where he was born March 7, 1841. He is of good English stock, and is the only member of this branch of the family in British Columbia. He is one of the many who were attracted out to this coast country by the highly colored stories of gold discoveries. His faith had accepted these Eldorado pictures at their face value, and he came out here expecting to pick up gold under the trees as one would gather up fruit. So that as soon as he reached the country he began mining, and in a few days his disillusionment was complete—to get gold meant the hardest and roughest kind of labor, and then only in quantities which paid no more than ordinary manual toil. But if there is one characteristic more prominent in Mr. Morley's nature than another, it is a hopeful energy that cannot be cast down by one defeat, and so, not in the least discouraged by this one experience, he turned his attention to anything which would gain him an honest dollar. He cut cord-wood and worked out by the month for wages of twenty-five dollars a month, with board thrown in. Then he got work in a soda-water manufactory. He continued at this long enough to learn the business thoroughly and by saving his money he was able to buy out the partner of Mr. John K. Greenwood and take a personal part in the business. This partnership continued for several years, and then Mr. Morley bought out his partner and has since conducted the

enterprise alone. He built and is the owner of the nice structure in the business center of Victoria in which he carries on his manufactures. There is a large and increasing demand for his products both in Victoria and other places of the province, and his goods are well known, both by name and by quality. He keeps two wagons busy in the delivery and shipping of the products, and has four employes in the establishment.

Mr. Morley is a member of the Pioneer Society, and for a time served as its treasurer. His religious faith is that of the Church of England. He has lived a life of single blessedness, and by this course he feels that he has escaped much anxiety and trouble, and has retained to distribute among friends and associates the genial warmth of nature which would otherwise have adorned the domestic hearth.

JOHN PITCAIRNS ELFORD.

John Pitcairns Elford, who is connected with one of the leading productive industries of Victoria, and is also well known as a promoter of the city's best interests, serving at the present time as one of its aldermen, was born in Adelaide, New South Wales, on the 10th of March, 1851, and is of English lineage. His father, Robert Elford, was born in Plymouth, England, removed to south Australia and in 1848 was married to Miss Hannah Taylor. When their little son, the subject of this review, was but three months old they started for California and at Pitcairns Island he was christened, hence his middle name. At length the vessel reached the harbor of San Francisco, and the captain, sailors and passengers all left the ship, which with others which were also abandoned because of the mad rush for the gold fields, now lies buried in the sand and sea at the foot of Montgomery street. Mr. Elford went to the gold diggings in Grass valley and later he obtained two hundred acres of land from the government near San Rafael, which he improved and farmed, but the Spaniards had so many bull fights and other characteristic amusements that Mrs. Elford refused to stay there and rear her children under such influences, so they removed to Petaluma, where Mr. Elford, who was a carpenter and builder, erected the first residence in the town, and one of the streets of that place now bears his name. He afterward engaged in contracting and building in San Francisco and there remained until 1858, when he came to Victoria.

The following year Mr. Elford returned to California for his family, whom he brought with him to British Columbia. He had been in the Cariboo and had met with fair success. Upon his return to the province he once more made his way to the Cariboo mines, where he had a valuable claim on

Williams creek. He was also one of the first to go to the Omonico and also to Cassiar, but in his later mining ventures he was not very successful, and abandoning his search for gold he resumed building operations, becoming a contractor and builder of Victoria, where he erected many substantial structures, securing a liberal patronage. Finally he retired altogether from active business life and resided in his comfortable home until his death, which occurred when he was seventy-seven years of age. His wife had previously passed away. She had been a devoted wife and mother, a noble pioneer woman and a most faithful companion and helpmate to her husband, and from her loss he never seemed to recover, his health gradually failing until he, too, passed away. One of their sons, Theophilus, resides in California; Carl is manager of the Shanagan Lake Sawmill Company. Caroline is now the wife of William Archibald, manager of the Canadian Pacific railway telegraph office at Nanaimo; Mary Letitia resides at Petaluma, California, and is the wife of Luther Cullen.

John P. Elford, whose name introduces this review, acquired his education in Victoria and San Francisco and in early life learned the carpenter's trade, which he followed in the latter city, being connected with building operations there from 1868 until 1872. He then returned to Victoria, where he followed carpentering until 1875. In 1886 he entered into partnership with W. J. Smith and they established the Queen City brickyard, which has been a growing enterprise, returning to the owners an excellent profit on their investment. For several years Mr. Elford did a large amount of contracting and building and was connected with the erection of many of the best structures of the city, including the postoffice building, the Duard hotel, the Jubilee hospital and others, but his attention is now principally devoted to the manufacture of red brick, for which he has a large sale, both in Victoria and Vancouver. He has been very successful in his business and is the owner of several dwelling houses, other city property and land in different parts of the province, having made judicious investment in real estate. His business is large and constantly growing. It has been developed along modern lines and in conformity with the strictest commercial ethics, and it has become one of the more prominent productive industries of the city.

In his political views Mr. Elford is independent and liberal. He is now serving as alderman of Victoria and is on the sanitary, electric lights and railway committees. He is a Royal Arch Mason and for more than twenty years he has been a member of the Independent Order of Odd Fellows.

Mr. Elford was married in 1875 to Miss Hettie Robertson, the eldest daughter of Captain John Robertson, of Cleveland, Ohio, but after two years

of happy married life she was taken from him by death. Two years later Mr. Elford married Agnes Francis Secord, daughter of H. A. Lilley, of Maple Bay, British Columbia. They have two children, John Herbert and Mary Essie, who is now the wife of George Lilley. Mrs. Elford is a member of the Methodist church and Mr. Elford gives his support to that church. They have a pleasant home in Victoria and their circle of friends is almost co-extensive with the circle of their acquaintance.

COMMERCIAL HOTEL.

Perhaps no other business interest so clearly demonstrates the standing of a town or city as does the hotel, for the enterprise and industry of its commercial life is indicated here, and the traveling public who have to do with its commercial affairs demand certain qualities of entertainment. Few cities of its size afford as elegant hotel accommodations as does the Commercial. Metropolitan in its appointments, perfect in its equipments and conveniences, and supplied with many luxuries that add to the comfort of its guests, this well known hostelry has found favor with the public and is accorded a very liberal patronage.

The Commercial Hotel is situated on Cambie street, between Cordova and Hastings. It covers a ground space of thirty-two by one hundred and fifty feet, and is a substantial brick structure, five stories in height with basement. It contains fifty-six rooms, the first floor being occupied by the office and bar, the latter also occupying a part of the Flack Block, and it is the finest in British Columbia. The hotel is conducted on the American plan exclusively, and has a large and representative patronage.

A. PRESCOTT, one of the proprietors of the Commercial Hotel, was born in England, and on coming to the United States in 1872 took up his abode in Cleveland, Ohio. In that city he engaged in the ship-building business, and from that place went to Chicago and continued the same line of trade for one year. On the expiration of that period, in 1876, he removed to California, first establishing his home in Oakland and later in Alameda, and continued his ship-building operations. For twenty years he was thus engaged, and at the close of that long period returned to Chicago to superintend the construction of two car ferries for the Wisconsin-Michigan Railroad. Returning thence to California, he went to St. Michaels in 1895 to erect a stern wheel boat for the Alaska Commercial Company. Mr. Prescott next came to British Columbia, and for James Dursinund superintended the construction of a car ferry to run from Vancouver to Comox, after which he took two car loads of cattle, eight hundred head, to Skagway and



A. Prescott

returned. He then went into the hotel business as proprietor of the Commercial, and in addition also owns the Windsor House and has business property on Greenville street and North Vancouver. He does everything in his power for the comfort and convenience of his guests, and is widely recognized as one of Vancouver's enterprising business men.

WILLIAM D. HAYWOOD, prominently connected with the hotel interests of Vancouver as one of the proprietors of the Commercial, was born on Prince Edward Island May 13, 1860, a son of George H. and Margaret (Donald) Haywood, both still living on Prince Edward Island. After completing his education in the public schools of his native place William D. engaged in railroading, in the passenger and freight department of the Prince Edward Island Railroad. In 1880 he went to Colorado and secured work on the Denver & Rio Grande Railroad, and five years later, in 1885, came to British Columbia and engaged in carpentering. After the memorable fire he again embarked in railroading, securing employment with the Canadian Pacific Railroad Company, with whom he remained for one year. Coming thence to Vancouver, Mr. Haywood was for one year on the police force, and in 1889 identified himself with the hotel business. In 1898 he purchased the Commercial Hotel, of which he has since been one of the popular and esteemed proprietors.

In 1893, in San Francisco, California, Mr. Haywood was united in marriage to Cassie, a daughter of George Squarebriggs, of Prince Edward Island, and they have one daughter, Georgie. In his social relations Mr. Haywood is a member of the Independent Order of Odd Fellows and politically is a Liberal, while his religious preference is indicated by his membership in the Presbyterian church. He owns both business and residence property in Vancouver. The comfort and conveniences which he affords his guests, his courteous treatment of them and his earnest desire to please have secured to him a very liberal patronage and won him the regard of the traveling public.

DONALD MALCOLM STEWART.

D. M. Stewart, who is filling the position of alderman for his ward for a second term, having been first elected to this position for the council of 1904, is a native of Glengary county, Ontario, born March 1, 1862. As his name implies, Mr. Stewart is of Scottish lineage, his father, Norman Stewart, having emigrated from Scotland in 1818. The elder Stewart took up the occupation of farming, and members of his family still follow the same calling on the old homestead. D. M. Stewart pursued his education in

the schools of his native county, and afterwards served his apprenticeship in a general store in Dunvegan. Having heard of the wonderful possibilities of the Great West Land, Mr. Stewart decided to follow the setting sun to where it dips into the broad Pacific. He arrived in Vancouver in 1889, but not finding congenial occupation he drifted southward and spent the next two years in Seattle, Tacoma and Bellingham. The land of his nativity had greater attractions for him, however, and he returned to Vancouver in 1891. Shortly after his arrival he purchased the Pioneer Steam Laundry (which was then but a very small concern) and devoted his energies to building up a business which has assumed such proportions as not only to be the largest of its kind in British Columbia, but one of the largest on the Pacific Coast. Mr. Stewart is prominent in church affairs, being a Presbyterian in faith, is a Liberal in politics and takes a deep interest in all matters affecting the welfare of the community in which he resides.

W. H. PRICE.

W. H. Price is the owner of the Price Preserving Company at Victoria, a business which during the ten years of his management has had a phenomenal success and growth, and its products are familiar articles of daily consumption in thousands of homes in this province and throughout the northwest. Mr. Price is a man of fine executive ability, became a master of his chosen business, and has since followed it up in a manner to reflect credit upon himself and the general spirit of enterprise of this city.

This business was established in Victoria in 1887 by Okell and Morris Fruit Preserving and Confectionery Company, who manufactured the Gold Medal brand of preserves, confectionery, pickles, sauces and vinegars. In 1891 this firm entered into a contract with Mr. Price by which he was to come out to Victoria and take entire charge of the business. Mr. Price was born, reared and educated in England, and had learned in a most thorough manner the confectionery business in all its departments, so that he was well qualified to perform his part of such a contract, and his reputation in this line had indeed already been made. While in England he had succeeded in securing for the firm with which he was employed for several years the medals offered for preserves at the National Confectionery Exhibition at London, and from the beginning of his career his enterprising efforts and ambition to excel have placed him in the front rank of this class of manufacturers.

Mr. Price assumed active management of the Victoria business in 1894, and after conducting it successfully for seven years bought out the owners

of the establishment and has since carried it on according to his own high ideals and with such success that his trade now extends to most of the towns of British Columbia and other portions of the northwest. He has placed his goods on exhibition year after year and has received some twenty gold and silver medals besides numerous diplomas showing how highly his products are esteemed by competent judges. The goods of the Price Preserving Company are of equal or superior quality to all similar goods manufactured anywhere in the world. Mr. Price's motto is "The Purest and Best," and anyone who understands the care and scientific skill which characterize every department of the industry will agree that the excellence of his products corresponds with his business motto. The Gold Medal brand of preserved fruit sets the standard of purity and grade, and it is not to be wondered at that his business has increased from year to year and has become an important factor in the permanent prosperity of Victoria.

Since his arrival in Victoria, Mr. Price has shown himself to be more than a business man, and by his activity in public affairs has materially aided in the growth and civic welfare of the city. He held the office of police commissioner for two years, and takes an intelligent and influential participation in all political questions. He is an active member of the British Columbia Agricultural Society, being a member of its board of managers. Fraternally he is a Royal Arch Mason, and is past president of the Sons of St. George and now grand messenger for the Pacific coast jurisdiction.

In 1885 he was married in England to Miss Emma Sligaby, who was born in that country. Their four children are as follows: Joseph Arthur, who is with his father in business; and George Henry, Annie and Emma, at home. Mrs. Price died in 1893, and Mr. Price married for his present wife Miss Marion Baun, a native of England. They have three children, Victoria, Stanley and Flora May. Mr. and Mrs. Price are members of the Church of England.

WILLIAM J. McMILLAN.

William J. McMillan, classed with Vancouver's pioneer settlers and business men, has watched the entire development of the city where he is now prominently and successfully engaged in the wholesale grocery business as a member of the firm of W. J. McMillan & Company, his associate in the enterprise being his brother, Robert J. McMillan. A native of New Brunswick, William J. McMillan was born on the 26th of June, 1858, and is descended from an old Scotch family. His father, James McMillan, was born in Scotland and came with his father, John McMillan, from the land

of the heather to New Brunswick, being then in his tenth year. He was reared to manhood in the latter place and was married there to Miss May Cook, who was born in the same neighborhood in which her husband's birth had occurred. They became the parents of eleven children, eight of whom are now living.

William J. McMillan was educated in his native town and came to the Pacific coast in 1880, making his way to Sacramento, California, where he had a brother living. For a time he engaged in farming in that locality and afterward went to Portland, Oregon, where he was engaged in railroading in connection with the Oregon Railway & Investigation Company. In 1883 he came to British Columbia, going first to Victoria, where he worked on the Island railroad. Later he came to Vancouver, arriving here the day after the great fire. He found the latter place in ashes, but it has risen Phoenix-like from the ruins. The following year he opened a produce and fruit store, and his business has developed with the marvelous growth of the town until it has now reached very extensive dimensions. His first partner was R. J. Hanlan, an own cousin of Mr. McMillan, but later the latter purchased Mr. Hanlan's interest and at the present time is associated with his brother, Robert, under the firm style of W. J. McMillan & Company. Through his honorable methods, careful direction and unfaltering enterprise his business has grown until he is now conducting a successful grocery house, shipping goods to Dawson and various points in the northwest.

In 1890 Mr. McMillan was joined in wedlock to Miss Laura E. Horn, a native of England and a daughter of H. F. Horn. They have six children: Laura May, William Henry James, John Douglas, Alida Ruth, Celia Mary and Charles Robert, all born in Vancouver. Mr. McMillan has secured a commodious and pleasant home for his family and the members of the household occupy an enviable social position. They are Presbyterians in religious faith, and Mr. McMillan is a very active member of the Independent Order of Foresters and has most acceptably filled the various positions in the local lodge. He has always been zealous for the prosperity of Vancouver, is a member of the board of trade and is serving on the freight rates committee, in which capacity he has done valuable work for the shipping interests of this section of the country. He is ever ready to champion any cause that will improve the business conditions of Vancouver or add to its intellectual, moral and political development, and he stands today as a representative of that class whose labors have been the essential factors in the upbuilding of the province.



L. Dix & Co. Ross

HARRIE G. ROSS.

Harrie G. Ross, proprietor of one of the foremost grocery establishments of Victoria, and a young and progressive citizen who has already made his influence felt in several ways for the commercial and public welfare of the city, is a native son of Victoria, where he was born May 3, 1874, and since he came to years of manhood he has identified himself closely and usefully with the best interests of his home city.

The store of which Mr. Ross is the present proprietor was formerly the property of his honored father, Dixi H. Ross, who founded the business in this city. Dixi H. Ross came to this province in 1870, and continued his residence here throughout most of the subsequent years of his life. A native of the state of Pennsylvania, born in the town of Cambridge in 1842, of old English ancestry, Dixi Ross came to Victoria without independent means, and his first work was as a clerk in a grocery establishment. He then went to the Cariboo district and took charge of his uncle's business at Cottonwood. On his return to Victoria in 1873 he established the present grocery house, which has accordingly had a continuous and successful existence of over thirty years. His first partner was Mr. Cameron, and together they carried on a wholesale trade for a time. Somewhat later Mr. Newfelder bought out Mr. Cameron, and in 1878, on the former's removal to Seattle, Mr. D. H. Ross became the sole owner of the business, and it was carried on with increased success until his death. Dixi H. Ross married a lady from his native town of Cambridge, Pennsylvania, Miss Lucy O. Birchard, and she came to British Columbia soon after the wedding. They were the parents of three children, and the two living are Harriet, now Mrs. H. Goulding Wilson, of Victoria, and Harrie, who is the successor of his father in business.

Reared and educated in Victoria, Mr. Ross has practically spent all his active life in connection with the grocery business. His father died on July 20, 1899, and since then he has had entire charge of the store, in which time he has enlarged the scope of the business in accordance with the trend of modern commercial enterprises. In 1900, in order to have more room, he moved to his present location, where he has an elegant situation and a handsome store, equipped with as complete a stock of groceries and wines and liquors as can be found in the entire city. The business has grown constantly since its inception, and as a cash store it has an immense trade in the city.

Mr. Ross affiliates with the Masonic fraternity and with the Ancient Order of United Workmen, and his father was likewise a member of these orders.

THOMAS OVENS.

Thomas Ovens, proprietor of extensive machine shop and carriage works, owner of large amount of business and real estate property, prominent in public and business affairs and altogether one of the most substantial and prosperous citizens of New Westminster, came to the province of British Columbia in 1870 and for the past thirty-five years has been uninterruptedly active in the various phases of his life work.

Of English and Irish ancestry and a native of the city of Liverpool, where he was born on December 4, 1844, Mr. Ovens received a good education and then became an apprentice to the blacksmith and machinist's trade. For the privilege of learning the trade he paid a premium of ten pounds, and as a result of his work during the first year he received a compensation of two shillings six pence a week. This wage was increased from year to year, but in the last twelve months of his service he was paid but twelve shillings a week. As a journeyman he went to work for one Mathew Wilson in Whitechapel, Liverpool, where as foreman he received thirty-four shillings a week, and continued at that for two years. He then went into business on his own account, opening a job and machine shop and conducting it with excellent success. He then went to Manchester, England, and became manager for Henry Moore, on Oxford street, which position he held for three and a half years. In the meantime he had been happily married, but within a brief period he was bereaved of both wife and little daughter, and under such a weight of sorrow he felt compelled to seek a change of scenes. This led him to America, and from the Atlantic side he crossed the plains to San Francisco, where he went to work for the Risdon machine works. A short time later, in 1870, he arrived in this province.

Mr. Ovens' first business enterprise here was in the fish industry, and for some seven years he was among the successful pioneers in that work. It is noteworthy that he took the medal at the Centennial at Philadelphia for the best exhibit of canned salmon. During this time he and his partner gave employment to some three hundred men and made use of twenty-five fishing boats. They manufactured their own cans, all made by hand work. Their success was large and continuous up to the last year of their prosecution of the industry.

After leaving this industry Mr. Ovens went to the Coquahalla moun-

tains and spent a season in placer mining. He then became an engineer on the construction work of the Canadian Pacific railroad, assisting in the building of that road through a part of the Yale district. He then returned to New Westminster and established the blacksmith and machine shops which he is still conducting. In these shops all kinds of mechanical job work are done, much steamboat refitting and repairing, and an extensive manufacture of wagons and carriages. A three-story building is required to accommodate the shops. Mr. Ovens has done a large amount of building in the city. His own home is in a neat cottage on the hill above the town, whence a fine view may be obtained of the city and Fraser river and the forest beyond. He owns twelve lots in this beautiful location. Mr. Ovens also has a brick block in the business part of the city.

Mr. Ovens is a Conservative in politics, and thoroughly public-spirited in all his actions pertaining to the civic welfare. For a number of years he served his city as alderman, and was its honorable mayor for two years. He has been behind many of the movements for promoting the material progress of the city, and nothing for the benefit of his community lacks his influence and support. He is also well known in fraternal circles, being affiliated with King Solomon's lodge, No. 17, A. F. & A. M., with the Knights of Pythias and with the Independent Order of Odd Fellows, and has membership with the Amalgamated Smiths and Machinists of England, one of the largest industrial societies in the world. His religious connections are with the Church of England. For many years he has been honored with the office of justice of the peace for the Westminster election district.

Since the death of his first wife Mr. Ovens has never sought a second companion. Mrs. Ovens was Miss Ruth Susanna Rowe, a native of Liverpool, and she died at the birth of her daughter. This only child was soon after taken away from him by scarlet fever.

WILLIAM HENRY LADNER.

William Henry Ladner, of Ladner, is one of the most distinguished of the British Columbia pioneers who still survive the passage of time. He has been actively concerned in the affairs of the province for nearly half a century, and in the course of this time material prosperity, civic honors and the lasting esteem and respect of his fellow men have rewarded him in abundant measure.

A native of Cornwall, England, Mr. Ladner was born nearly eighty years ago, on November 28, 1826. His parents were Edward and Sarah (Ellis) Ladner, both natives of Cornwall, his father a farmer, who came to

America in 1847 and farmed in the state of Wisconsin until his death in 1851. There were six children in the family, and the living brothers and sisters of Mr. Ladner are Mrs. Hugh Phillips, of Mineral Point, Wisconsin; Mrs. W. J. Armstrong, of New Westminster; and Thomas E., at Ladner Landing.

Mr. Ladner followed his father to the state of Wisconsin in 1848, and after remaining there till the fall of 1850 he returned to the old country. He again crossed the Atlantic in the following spring, and, spending another year in Wisconsin, set out in the spring of 1852 across the plains to California. He was five months and six days in making the trip from Omaha, Nebraska, to Sacramento, California. He remained in California until the spring of 1858, when the golden discoveries of the Fraser river country attracted him to British Columbia. He arrived on the steamer *Brother Jonathan* on May 15, 1858, at Victoria, which was then little more than a trading post, and the mainland was absolutely an unbroken wilderness. The party of six, of whom he was one, built skiffs for passage up the Fraser river. They paid fifty dollars for transit to Point Roberts, and thence by small boats reached Fort Langley on the last day of May. By taking that route they avoided the custom duties at the mouth of the Fraser river, there being then a duty of ten per cent on all imported goods and a charge of five dollars being made for each mining license. He left Langley on the first of June, and on the following Saturday night reached Hope. The next Sunday morning he witnessed two surprises, a surprise of the Indians and the arrival of the American boat *Surprise*, that being the first boat to make the passage up the Fraser river.

Mr. Ladner took up some mining claims and began doing trading. A little later he was appointed customs agent and government officer, having the honor of being the first constable appointed on the mainland of the province. As an officer he had some interesting experiences. At one time a steamer came up the river and made a stop at Hope, and while he was decoyed and delayed by the official examination of a man who brought from the boat a jug which he supposed to be whisky, at the same time there were being unloaded on the other side of the steamer two canoes full of whisky, and thence it was carried back into the woods and secreted before he could get it under his legal authority. The lone jug which he did examine proved to be full of water.

He remained in Hope until the spring of 1859, and then started a pack train to the interior, continuing this enterprise until 1865. Freight rates were then very high. He got as much as fifty cents for every pound he

carried between Yale and Williams creek, exclusive of the road toll, which was two cents per pound. From this the reader may easily judge how high all commodities were in that part of the country. As another illustration, one day he paid seventy-five cents a pound for five pounds of barley for his mules; it cost him fifty cents to wash the cobwebs out of his throat, and his bacon and beans were a dollar and a half, so that this meal for himself and mules came to an even five dollars.

After he had tried the packing business in the Big Bend country for about a year he lost all he had made, and in 1868 he returned to the province and settled at what is now known as Ladner's landing, or simply Ladner, where he pre-empted a hundred and sixty acres and later bought four hundred and eighty acres, all of which he devoted to agricultural pursuits and stock-raising. This line of business has been his chief occupation ever since, and through it he has acquired a competence. He is one of the earliest pioneers of this section of the province, and has been very prominent in agricultural, commercial and public affairs.

Mr. Ladner is a member of the Pioneer Society of British Columbia. He has taken an active part in politics, being a staunch Conservative, and he represented the New Westminster district in the provincial parliament from 1886 to 1890. He has been reeve of Delta almost continually since 1880, has held a commission as justice of the peace since 1872, and has been police magistrate for the municipality of Delta for the past fifteen years.

In the spring of 1865 Mr. Ladner married Miss Mary A. Booth, who was a native of the state of Iowa. She died in 1879, and the four children surviving their marriage are Ida Harriet, Sarah Louise, wife of Fred Howay, Paul Edward, and Delta Mary, wife of W. J. Watson, of Ladysmith. In 1880 Mr. Ladner married for his present wife Mrs. McLellan, of Clinton, British Columbia.

REGINALD A. UPPER.

Reginald A. Upper, whose public-spirited citizenship has been a reliable influence for the welfare of Revelstoke during his ten years' residence there, and who is now the incumbent of one of the important administrative offices of the district, was born in Dunville, Ontario, in 1875. His parents, Martin Campbell and Louise (Cook) Upper, are both natives of the Dominion, and his father for thirteen years held the honored place of judge of the county of Haldemand, where the parents still reside.

The grammar schools of Dunville and the high school at Cayuga furnished Mr. Upper his educational equipment. He left school at the age of

eighteen, and in the following year, 1894, came west to British Columbia, since which time his lot has been mainly cast with that of Revelstoke. During 1895-96 he prospected in the Kootenay mining district, and from 1897 to 1900 he was proprietor of a first class hotel at Revelstoke. In August, 1900, he received appointment as provincial police and chief license inspector for the Revelstoke riding of the West Kootenay district, and in a most satisfactory and capable manner has performed the duties of this office up to the present time.

In 1902 Mr. Upper married Miss Selma Turnrose. Her father, Charles Turnrose, was an honored pioneer of the town of Revelstoke. Mr. and Mrs. Upper have two children, Walter and Reginald, Jr. Fraternally Mr. Upper affiliates with Kootenay Lodge No. 15, of the Masonic order.

SAMUEL MELLARD.

Samuel Mellard, postmaster at Chilliwack, is also one of the foremost business men of this town, a man of prominence in all life's relations, and has given his influence and effort to the advancement and general welfare of the province since leaving his native land and taking up his residence in this part of America. He has been successful in private business affairs, and has also been intrusted with many responsibilities of a public nature, all of which he has borne in a manner to reflect the highest credit upon his worth and usefulness as a public-spirited citizen.

Born at Newcastle-on-Tyne, England, September 24, 1854, a son of Thomas and Mary (Wood) Mellard, both of whom are now deceased, he was educated in the grammar school of Newcastle, and was then articled to the hardware trade, at which he served his full time. He then moved to Bedford, near London, and was in the same employment there for ten years. He was a man of considerable business experience and mature ability when he came to Chilliwack in 1887, and has ever since been prominently identified with the business and civic affairs of the town. He started a hardware store, and in the same year was appointed postmaster, a position which he has held ever since. He was appointed notary public for the province in 1890, having previous to then been notary for the district. He has served as treasurer of municipality, and also of the Chilliwack Agricultural Society. At the present writing he is registrar of marriages, is commissioner of affidavits for the supreme court of the province, and is justice of the peace for the district; has been secretary of the school board since June, 1893, and is interested in all departments of public progress and prosperity. He is the representative of Chilliwack of several old-line life insurance companies.



S. M. Ellard

April 16, 1881, Mr. Mellard was married to Miss Katharine Alice Webb, a daughter of Thomas Webb, of Marston, Bedfordshire, England. Their three children are Carrie Elsie, wife of Henry Ayres, of southern California; Edith Lillian; and Constance Louise, wife of John W. McGillivray. Mr. Mellard is a charter member and a past master of Ionic Lodge No. 19, A. F. & A. M.; is a member of Westminster Royal Arch Chapter No. 124. He is a past grand of Excelsior Lodge No. 9, I. O. O. F., and is a member of the Sons of England. The religious connections of the family are with the Church of England. Mr. Mellard was one of the first men to engage in business on the present townsite, and has witnessed many changes during this time, having practically grown up with the town.

WILLIAM GOSNELL.

William Gosnell, of the Nelson Brewing Company, Limited, widely known in business and social circles of the Kootenays, and a man of broad experience in the affairs of the world, was born in 1858, in the province of Quebec, where also were born both his parents, Edward and Anne (Smyth) Gosnell.

He received a public school education in the city of Quebec, at the age of twelve going with his parents to the province of Ontario. He became connected in business relations with his father, who was a lime manufacturer, and he remained in Ontario conducting a lime kiln until 1895. In that year he went to South Africa, where he followed contracting and undertook various enterprises, with considerable success. He returned from Johannesburg in 1897 and came out to British Columbia. After a short time spent at Rossland he located at Nelson, which has been his home and center of business activity ever since. He established what was known as the Castle Brewery, and operated this plant until October, 1904, at which time an incorporation of the brewing interests of the city was effected, his brewery being consolidated with the Nelson Brewery and the Riesterer Brewery, the latter being the pioneer concern of the kind in the Kootenays. The interests are now conducted under the name of Nelson Brewing Company, Limited, and the plant has a daily capacity of fifty barrels of highest class beer, which product is distributed throughout the Kootenay region.

Mr. Gosnell is prominently identified with the Fraternal Order of Eagles, having been a delegate to the grand eyre at Vancouver in 1900, at Seattle in 1899, at San Francisco in 1901 and at New York city in 1903.

CHARLES T. COONEY.

Charles T. Cooney, of Kamloops, is one of the most interesting pioneer characters of eastern British Columbia, and among the early settlers living at the present time he holds almost the palm of priority in reaching the mining district of the Cariboo and Kootenay, where his career of active usefulness has since been spent. Although an eager seeker after mineral wealth during the first years of his residence in the province, he has now for forty years been almost solely occupied in ranching, and it is not too much to state that he is one of the most prosperous of that class of men in the vicinity of Kamloops. He specializes on high grade stock, and his ranch impresses one as a model of its kind, both in extent and variety of its operations and in its care and management.

Of excellent Irish parentage and nativity, Mr. Cooney was born in Kings county of the Emerald Isle in March, 1835, so that he has now attained the age of three score and ten, although yet being a man of great activity and in full enjoyment of his powers. His parents were William and Mary (Kelley) Cooney. What early education he received, and it was limited in quantity, he obtained in the parochial schools at his birthplace, and his rearing was on his father's farm, where industrious habits were early instilled into him.

At the age of sixteen he and his brother John came to America, the first year being spent in work in a tannery in Johnstown, Fulton county, New York. He went to Canada in 1852, and spent two years in what was then known as Lower Canada. On his return to the United States he became connected with a surveying party at St. Paul, Minnesota, and was engaged in railroad work until the fall of 1857.

In 1857 the Fraser river gold excitement had spread eastward and was attracting hundreds to the then little known province of British Columbia. Mr. Cooney joined a party of forty-two men bound for the new diggings, and, leaving St. Paul in the fall of 1857, it was the last of November, 1858, when he arrived in Kamloops, having passed through a variety of experiences in reaching the scene of his future life work. After leaving St. Paul the first point of civilization which the party struck was Fort Garry, Montana, and thence the route lay through Portage la Prairie, Fort Ellis, Carleton, and after crossing the mountains into British Columbia they followed the Kootenay river for many days; they crossed the Columbia at Colville Valley, and then followed the Kettle river and the Okanogan into Kamloops,

at which point the party disbanded and went as each individual chose for himself.

Mr. Cooney, immediately on his arrival, began mining, spending the seasons of 1862 and 1863 on Williams creek in the Cariboo district. In 1865 he started a pack train from Yale into the Cariboo district, and conducted it until 1869. In the latter year he bought the ranch on which he has since made his home. He owns two hundred and seventy-five acres, and leases five thousand acres, all of which is under a high state of cultivation. His stock is mainly thoroughbred shorthorn and Hereford cattle, and the Clydesdale and Percheron horses. Having lived here for so many years, he has been a witness of the entire development of the country, whether industrially, commercially or socially, and it can be said to his honor that he himself has taken no inconsiderable part in that great work of transforming a new country into an abode of civilization.

Mr. Cooney married, in 1867, Miss Elizabeth Allar, who was born in Fort George, British Columbia. They are the parents of ten children, four sons and six daughters, and all have grown up and taken useful and honorable places in the world, thus adhering to the example of their revered parents.

JOHN HAMILTON.

John Hamilton, mayor of Nelson, and connected with the executive service of the railroads as agent for the Canadian Pacific & Great Northern Railway, was born in St. Marys, Ontario, March 27, 1856, his parents being Thomas H. and Isabella (Reid) Hamilton, both of whom have passed away. His early education was acquired in the public schools of St. Marys, and after putting aside his text books he was employed for a time as a farm hand. Subsequently he learned telegraphy and later he secured a position with a dry goods house, but subsequently he returned to telegraphy, and when the Canadian Pacific Railroad was being built in 1884 he joined its forces and acted as telegraph operator in its service until the completion of the lines. When the two sections of the railway connected he accepted a position as telegraph operator at Griffins, where he spent the winter, and in the spring of 1885 he went to Farwell in Revelstoke, where he was engaged in a similar line of work. In the fall of 1886 he went to Donald as train dispatcher, continuing there until the spring of 1890, when he returned to Revelstoke as agent of the road. In the summer of 1891 he came to Nelson to look after the general business of the road and was agent and general overseer. He also acted as agent at Rokons and Sproats Landing for a

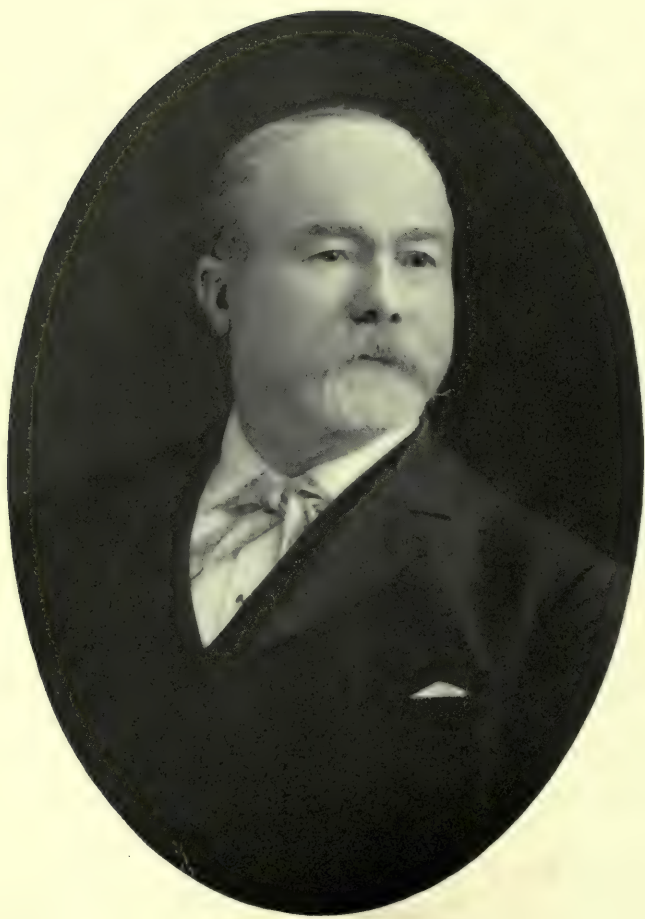
time, and managed the company's stores there. In the fall of 1891 he took the agency of the road at Nelson, and has since served in that capacity with the exception of a short interval spent as train master. He is both local freight and ticket agent for the Canadian Pacific Railway Company and the Great Northern Railway Companies at Nelson, and is a popular official because of his courtesy, his earnest desire to please the patrons of the roads and his devotion to the interests of the companies which he represents.

In 1881 occurred the marriage of Mr. Hamilton and Miss Sarah Block, a resident of Rockwood, Ontario. They had one child, Harry, who is a physician in the General Hospital at Nelson and is now house surgeon. In 1892 Mr. Hamilton was again married, his second union being with Miss Jean Rath, a resident of Belgrade, Ontario.

Mr. Hamilton is a charter member of Nelson lodge, No. 23, A. F. & A. M., acted as its first master and was also the first master of the lodge in Revelstoke. In fact he was the organizer of the Masonic lodges in Donald, Revelstoke and Nelson, and has thus been well known in the active promotion of Masonry in the province. His religious faith is that of the Presbyterian church. Prominent in community interests he served as alderman of Nelson for three years and was so capable that in January, 1904, he was elected mayor of the city. He is widely and favorably known throughout his section of the province, his abilities well fitting him for leadership in political, business and social life. The terms advancement and patriotism might be considered an index to his character, for throughout his career he has labored for the improvement of every line of business or public interest with which he has been associated, and at all times has been actuated by a fidelity to the province and her welfare.

THOMAS MADDEN.

Thomas Madden, the popular proprietor of one of the leading hotels of Nelson, whose business career has been characterized by consecutive advancement won through earnest application and able effort, was born in Quebec, October 15, 1855, his parents being Thomas and Sarah (Connors) Madden, both of whom are deceased. The son was a public school student in Quebec, and on putting aside his text books he secured employment in the lumber camps of that portion of the country. He was afterward engaged in construction work for the Chicago, American & Baltimore Bridge Company in the United States, and also on the Northern Pacific Railroad and the St. Paul, Minneapolis & Manitoba Railroad. Subsequently he became connected with the surveying department of the Canadian Pacific



D. J. Trapp

Railroad, and in 1881 he returned to bridge building, with the same company. He followed that pursuit for two years and then entering into partnership with his brother opened a hotel. In 1889 he came to Nelson and entered into the hotel business here, erecting a new building for that purpose in 1890. His hotel is one hundred and twenty by sixty feet and contains thirty-five rooms. It is conducted in harmony with modern ideas of hotel keeping and has become popular with the traveling public, having a liberal patronage, which has been secured through the reliable business methods of the proprietor and his earnest desire to please his patrons.

In 1881 Mr. Madden was united in marriage to Miss Margaret Fitzpatrick and they have seven children, Alan, Sarah, Thomas, Charles, Mary and John and James, twins. The family is well known in Nelson and the members of the household have a large circle of friends. Mr. Madden may truly be called a self-made man, for he started out in life empty-handed and has steadily worked his way upward through determination, unfaltering energy, executive force and capable business management.

THOMAS JOHN TRAPP.

Thomas John Trapp, head of the firm of T. J. Trapp & Company, limited, and in numerous other ways one of the foremost business and civic factors of New Westminster, has spent thirty odd years in this province and is undoubtedly one of the most experienced and tried old-timers of British Columbia. It is unfortunate that the limits of this history will not permit an extensive recital of the careers of such men as Mr. Trapp, for they have seen and passed through the most exciting phases of British Columbia history and growth from pioneer times to the present, with stirring and thrilling experiences on every hand sufficient to enrich a book of romance.

Mr. Trapp is a native of Waltham Abby, county of Essex, England, born on June 4, 1842, of good English ancestry. His father, Thomas Trapp, a native Englishman, was a forest ranger for Sir Heribwald Wake and surveyor for the town of Waltham Abby, county Essex. He was a Baptist in religion and he died in England in his sixty-seventh year. His widow, Elizabeth (Guy) Trapp, then came out to this province and resided in New Westminster until her death, at the age of seventy-seven.

Reared and educated in his native town Mr. Trapp began his business career as a clerk in a grocery store, and later for some time was a traveling salesman for a wholesale manufacturing house in London. In 1872 he came out to Canada, locating at St. Thomas, Ontario, and as evidence of the fact that he began his business career at the bottom of the ladder it may

he stated that he drove spikes and used the pick and shovel as a day laborer in the construction of the Canada Southern Railroad. He was also in a general store in Buckston, Kent county, Ontario. On the 23d of April, 1873, he arrived in Victoria, and thence came on to New Westminster. He packed his blankets over the trail to Burrard inlet to Hastings sawmill and after two weeks spent without employment he got a job at loading a ship with spars, being paid three dollars a day and bunking with the sailors. After that he packed his blankets back to New Westminster, and from there to Victoria. At Spring Ridge he was engaged in digging a ditch and also cut cordwood at one dollar and a quarter a cord for dry and one dollar for green. While there he walked to Presbyterian church and Sunday school every week for a distance of nine miles. He was next employed in A. B. Gray's dry goods store at forty dollars a month, his wages soon being increased to seventy-five dollars a month. In the spring of 1874 he went to the Cassiar gold fields, where the excitement had just broken out. The expected success did not meet his labors there and he returned and went to stock-raising in Nicoli and Kamloops, east of the Cascade mountains. He remained there during the winter and then with Rev. S. M. McGregor and C. N. McDonald bought four hundred sheep, thus carrying on quite an extensive stock business for a time. During this time he was engaged to take charge of a pack train with supplies for the surveyors engaged in the Rockies, on the Yellow Head Pass for the Canadian Pacific Railway. Arriving at the Athabasca depot he found that the surveyors had left for the east, letters of instruction being left on eastern slopes. The Athabasca depot was established at this point by the Moberly party, this being the old trading post of the Hudson's Bay Company. The supplies were stored at this depot, and the cattle and horses went on the Bow river, where they wintered. At the Hardesty river Mr. H. A. F. McLeod, C. E., was met, he being in charge of the eastern division, and made arrangements with Mr. Trapp to take charge of the Athabasca depot with the supplies. Mr. Trapp then returned with Michael O'Keefe to the Athabasca depot, where they remained until the following September, nearly twelve months. The Hudson's Bay Company were the first to establish the old Henry House, and here Mr. Trapp and Mr. O'Keefe wintered. During the winter the Indians and half breeds were out of ammunition and there was imminent danger of starvation, so Mr. Trapp volunteered to cross the mountains one hundred miles to the nearest supply station, the Tete John Cache, and bring back the much needed ammunition. He started on January 2, 1876, with two half breeds and two dogs, the snow being six feet deep and the cold and hardships of

the journey almost exhausted them. When within twenty miles of his destination the snow was softened by a thaw to such an extent that traveling was exceedingly difficult. Forced to camp for the rest of the day and night, the two half-breed Indians who accompanied him began praying for colder weather and as propitiatory sacrifices to favoring cold weather they fashioned out two rabbits from the snow and set them up. Whether these rites had anything to do with the weather Mr. Trapp cannot say, but anyhow it was colder in the morning and they traveled on top of the snow. Their provisions for this journey were a little bacon and some tea, and they managed to shoot a red squirrel. Their teapot was leaky, the holes being stopped with rags, and once or twice, while the pot was setting in the snow to cool a little, one of the rags came out and thus their beverage escaped. They finally reached Tete John Cache at eight o'clock in the evening, where they got their supply of ammunition and waited several days to recuperate. This depot, Tete John Cache, was in charge of William Roxburgh and Joe Ratchford. After a weary repetition of the journey they arrived at the Athabasca depot. Mr. Trapp remained at this post until September, when Marcus Smith, C. E., and party came along and with them he returned to Kamloops.

In the winter of 1879 occurred the Indian outbreak, in which the sheriff, John Usher and a sheep herder by the name of Kelly were killed, John McCloud was wounded and the country generally terrorized for some time. The red men also came to Mr. Trapp's place, but while they ransacked his cabin, taking his firearms, they left him alone, considering him a "good fellow." Finally two and a half miles further they killed the above Kelly. The Indians were surrounded and captured at Douglas Lake and four of them were subsequently hanged, Mr. Trapp being a witness against them. During the winter when the trial took place at New Westminster he lost most of his stock, owing to the severe winter, and did not return to the mountains. He therefore gave up ranching and went into business at New Westminster. The firm at first was R. W. Dean & Company, Mr. Trapp and his brother Sam both being in the firm. The Trapp brothers later bought the business and conducted a general establishment, selling hardware and dry goods and doing tailoring and dressmaking. Like most firms this one has met with both reverses and successes, but on the whole it has prospered exceedingly and has come to be one of the leading houses of its kind in the province. The business is now conducted as the T. J. Trapp & Company, Limited, with Mr. Trapp as its leading factor. Hardware is now the line of trade and they sell it both retail and wholesale. Shelf hardware, stoves, furnaces, machinery, both farm and mill, and all other features of an up-

to-date and metropolitan hardware house will be found. The business passed through the great fire of 1898 with heavy loss but it had been established on such a substantial basis that it was only a matter of a few months until it had recovered its former status and was reaching out for more trade, rebuilding and enlarging the premises and building a new block in addition to the old one.

Mr. Trapp is an independent voter and actively interested in the welfare of his city and province. He is affiliated with the Ancient Order of United Workmen, the Woodmen of the World, and for the past sixteen years has been an active member of the Royal Agricultural and Industrial Society of British Columbia, being president of its board of directors for ten years. He was one of the twelve men who built the New Westminster Southern Railroad, for which they never received a dollar from the government, and it being the only road in the Dominion not receiving a subsidy, and which line is now a part of the Great Northern, Mr. Trapp still is secretary of this branch. Mr. Trapp has added to his other numerous enterprises the art of the auctioneer and he often conducts sales, being one of the most talented and effective men in this business anywhere in the country.

In 1886 Mr. Trapp was happily married to Miss Nellie K. Dockrill, who was born in Canada, being a daughter of Joseph Dockrill. Eight children have been born into their home, as follows: Edith Kathleen, Thomas Dockrill, Stanley Valentine, Ethelyn, Neta, George, Donovan and Dorothy. They have a delightful home in New Westminster and all are highly esteemed in the social circles of the city. Their church membership is with the Presbyterian church.

RANULPH ROBERT GILPIN.

Ranulph Robert Gilpin, who is filling the position of collector of customs at Grand Forks, having been appointed to this position in 1900, was born in Halifax, Nova Scotia, on the 9th of November, 1861, his parents being Edward and Amelia (Haliburton) Gilpin, the mother now deceased, while the father is living in Nova Scotia. The son was a public school student and mastered the branches taught in the high school at Halifax. Still ambitious for intellectual advancement he then matriculated in the Agricultural College in Guelph, where he remained as a student for two years. In 1882 he arrived in British Columbia and located on a ranch of seventeen hundred acres about six and a half miles from Grand Forks, and there he lived for twenty years, raising cattle. His was a fine ranch, well improved and highly cultivated, and he is quite successful in his business there. He entered the

public service in 1878 as a preventive officer, and continued in that position on the ranch until about five years ago, when the office was removed to Grand Forks. In 1900 he was appointed collector of customs and he is now acting in that capacity in a very efficient manner, discharging every duty that devolves upon him with promptness and fidelity. He is also deputy collector of inland revenue.

In 1894 Mr. Gilpin was united in marriage to Miss Ellen Wyseman, a daughter of Joseph Wyseman, of British Columbia, and they have three children: Florence Amelia, Bertha May and Arthur Edward. The parents are identified with the Church of England, and in Grand Forks they have many friends who esteem them highly for their sterling worth.

ERNEST MILLER.

Ernest Miller, filling the position of city solicitor at Grand Forks, was born in New Westminster, British Columbia, November 22, 1870, and by reason of his continuous residence in the province he is very familiar with its history during the period of its greatest and most permanent development. His parents are Jonathan and Margaret (Springer) Miller, residents of Vancouver, in which city the father is filling the position of post-master. Under the parental roof Ernest Miller spent the days of his boyhood and youth, his education being acquired in public and private schools of his native city and of Victoria. His choice of a profession fell upon the law and in order to qualify for the practice he matriculated in the Osgood Hall Law School of Toronto, Canada, where he continued his studies until 1894. In that year he successfully passed final examinations in British Columbia, at Victoria.

Mr. Miller opened an office for practice in Vancouver, where he remained for two years. In 1894 he removed to Rossland, where he practiced for four years, arriving in Grand Forks in 1898. Here he entered upon the practice of law and soon secured a good clientage, for he early demonstrated his ability to successfully cope with the intricate problems of jurisprudence. He has been city solicitor for the past four years. In addition to his professional duties he has business interests, having made large investments in mining and coal lands, which are rich in products that form one of the chief sources of British Columbia's revenue.

In 1899 occurred the marriage of Ernest Miller and Miss Jean Helen Ross, a daughter of Rev. W. R. Ross, late of Manitoba. They have one child, Ernest Ross. The parents are communicants of the Church of England and in social circles in Grand Forks they occupy an enviable position.

Mr. Miller is a Conservative in politics and he belongs to the Knights of Pythias fraternity and the Independent Order of Odd Fellows. He is likewise identified with the British Columbia Law Society and he concentrates his efforts upon his professional duties. The zeal with which he has devoted his energies to his profession, the careful regard evinced for the interests of his clients and an assiduous and unrelaxing attention to all the details of his cases have made him a large practice and made him very successful in its conduct.

NICHOLAS THOMPSON.

Nicholas Thompson is the founder of the firm of N. Thompson & Company, manufacturers of all kinds of machinery and boilers. This is one of the leading productive industries of the city, and Mr. Thompson has made for himself an honorable place in business circles. He was born in Woodhorn, Northumberland, in the north of England, in 1853, and having acquired his education in the public schools of his native county, he, in 1869, was apprenticed to the engineer trade in the works of the celebrated engineering and shipbuilding works of Charles Mark Palmer & Company at Jarrow on the Tyne. After serving his apprenticeship he went to sea as engineer, and succeeded in securing a first class certificate. In 1887 he came to Montreal, and after working in the shops of George Brush & Company and running as chief engineer on the steamship *Cacouna*, of the Black Diamond line, he started for the west in the fall of 1888. On his arrival here Mr. Thompson engaged in steamboating and general business with Evans, Coleman & Evans, of this city. In 1899 he launched out for himself with G. H. Hardy, a consulting engineer, under the firm name of Hardy & Thompson, and later on they ran under lease what is now the Albion Iron Works. In 1902 the firm of N. Thompson & Company was established, his associates being William McCullough, A. Muir and W. V. Radley, who joined him in the enterprise and building the factory which covers ten lots at No. 136 Alexander street and extending through to Powell street, Vancouver. They give employment to more than one hundred operatives, manufacturing mill machinery of all kinds, also marine and mining machinery, of which they make a specialty, and they are now conducting a profitable business, sending their manufactured product throughout British Columbia and Alaska. Theirs has become a large and profitable concern, and their sales of machinery are now represented by a large figure annually. Mr. Thompson has also established the North Pacific Steam Ship Company, with head office in Vancouver, and with the assistance of Victoria and Van-

couver capital, is now constructing the largest freight steamer built in the province to the present time, of fourteen hundred tons displacement, cargo capacity from eight hundred to one thousand tons, fitted complete with surface condensing engines, with two Hardy-Thompson patent water-tube boilers capable of developing six hundred horse-power, length one hundred and eighty feet, forty-six feet beam, fourteen feet depth to hold, the entire construction, including machinery and equipments, being made at the N. Thompson & Company's works in Vancouver.

In 1885 Mr. Thompson was married to Katharine, the daughter of James White, who for many years was manager of the Springmill Paper Company near Jarrow on the Tyne. Mr. Thompson has been a member of the Masonic fraternity for many years, and is past master of Mount Hermon Lodge, Vancouver, also grand steward in the Grand Lodge of British Columbia.

William McCullouch, who is the manager of the business, was born in Scotland, on the 3d of September, 1860, and is of Scotch ancestry on both sides. He is now the only member of the family in British Columbia. He was educated in Scotland and learned the blacksmith and forging trades there, and in 1881 came to America, going first to New Jersey, where he was employed for some time. He afterward conducted business in Seattle for two years, after which he joined Mr. Thompson and the other members of the firm in the present enterprise. While in New Jersey Mr. McCullouch wedded Miss Margaret Campbell, a native of the north of Scotland and a daughter of James Campbell. They have one child, Mary. Mr. McCullouch is a member of the Masonic fraternity, and he was made a Mason in Scotland, St. John's lodge, No. 125, A. F. & A. M. The firm of N. Thompson & Company has made a splendid business record in Vancouver, and the partners are gentlemen of marked reliability and enterprise.

JOHN JOSEPH CAULFIELD.

John Joseph Caulfield, one of the organizers of the Russell-Law-Caulfield Company, Limited, conducting an extensive general mercantile enterprise in Greenwood, was born in Ossawa, Ontario, October 5, 1855, his parents being William and Ann (Rorick) Caulfield, both of whom are now deceased. His education was acquired in the public schools of the city of his nativity and throughout almost his entire business career he has been identified with merchandising. His first position was in a general mercantile store in Toronto, and on leaving that place he removed to Winnipeg, while in 1882 he became a resident of Brandon, Manitoba, and there em-

barked in business on his own account. In 1884 he established his home in Verdon, Manitoba, and opened a general store there, conducting it for five years. He then sold out and went into the grain business, in which he continued until 1897, when he came to Greenwood and assisted in forming the Russell-Law-Caulfield Company, Limited. This firm owns its own building, fifty by one hundred feet. It is a two-story structure with basement and is entirely occupied by the general mercantile interests of the corporation. The store is conducted along modern lines, a well selected stock of goods is carried and from the beginning the enterprise has been attended with gratifying success. Mr. Caulfield is also one of the stockholders and directors of the Providence Mining Company. His business career has made him honored and respected by all, for it has been characterized by consecutive progress, resulting in success, and at all times his methods have been such as would bear the closest investigation and scrutiny.

In 1883 Mr. Caulfield wedded Miss Margot McArthur, of Collingwood, Ontario. He has served as alderman for several years and has been interested in public affairs to the extent of giving hearty co-operation to all measures fostering public improvement and general advancement.

WILLIAM M. LAW.

William M. Law, who was born in Provincetown, Massachusetts, September 26, 1863, is a son of William H. and Hetty (West) Law. The father is deceased, while the mother resides in Provincetown. The son was a student in the public schools and afterward had the advantage of pursuing a business course in Poughkeepsie, New York, being thus well qualified to enter the fields of commercial activity. He later became bookkeeper for a wholesale fruit and produce house in Boston, Massachusetts, where he remained for two and a half years, and for one year he was connected with the oyster trade in that city. In 1887 he came to Portland, Oregon, and was with Tatum & Bowen for eight years, winning advancement with that house in recognition of his capable service until he was promoted to the position of manager, acting in that capacity for three years. In the spring of 1896 he went to Anaconda, where he embarked in general merchandising as a member of the firm of Miller & Law, but after twenty-one months he removed to Greenwood and the firm of William Law & Company was thus organized. In 1901 a change occurred in the ownership and the present firm of Russell-Law-Caulfield Company, Limited was formed. They have developed an extensive business which has become one of the leading

commercial concerns of Greenwood, and the house sustains a very enviable reputation in trade circles.

Mr. Law does not confine his efforts entirely to merchandising, but with recognition of opportunities in other directions in the northwest he has become a stockholder in the Providence Mining Company, and is now its secretary and treasurer. In his social relations he is an Odd Fellow, belonging to Boundary Valley lodge, No. 38, I. O. O. F.

CHARLES WOODWARD.

Charles Woodward, the founder and proprietor of a large department store of Vancouver, and one of its most prominent merchants, has found in the expanding business conditions of this city scope for his laudable ambition, perseverance and diligence—his dominant qualities. A native of Ontario, Mr. Woodward was born in county Wetworth, on the 19th of July, 1852, and is of English and Welsh ancestry. His father, John Woodward, was born in England, on the farm which had been the ancestral home of the family for three hundred years and is still in possession of representatives of the name. He married Miss May Cullham, a lady of Welsh ancestry, and she died in the eighty-second year of her age, while Mr. Woodward, Sr., is still able to attend to his duties and is now in his eighty-fourth year. They were members of the Church of England and people of the highest integrity of character. In their family were five children.

Charles Woodward, the only member of the family in British Columbia, was educated in his native country, and is a graduate of Mono College, was reared upon the home farm until twenty-two years of age and became familiar with all the duties and labors that fall to the lot of the agriculturist, from the cutting of wood up to the most difficult department of farm work. He was a young man of twenty-two when in 1874 he moved with his wife and two children to the wilds of Algoma, and with his characteristic energy cleared ready for crops the next year over thirty acres, which yielded large and profitable returns and commanded ready sale and good prices from the incoming settlers. He had taken a farm in the backwoods and had built a little store upon it, and this was the humble business beginning of one who now ranks with the leading merchants of Vancouver. He continued in the business there for five years, when, selling out, he removed to Manitoba in 1882, and engaged in the purchase and sale of cattle, thus returning to a business with which his early experience had made him somewhat familiar, but he soon found that he had made an unprofitable investment and returning to Algoma, he started anew in business, giving his attention to lumber-

ing and merchandising. He soon again built up a large business and met with gratifying success, but a disastrous fire occurred and in that way he lost heavily. He managed, however, to pay one hundred cents on the dollar. The favorable reports concerning British Columbia attracted him, and hoping to benefit by the business opportunities which were said to exist there, he came to the young city of Vancouver in 1891 and allied his interests with her mercantile life. He built a three-story business block, fifty-five by seventy feet, at the corner of Harris street and Westminster avenue. On the 5th of January he commenced building operations and had the building completed on the 1st of March following, and was selling groceries, boots and shoes, and had rented the parts of the building which he did not use. Later, however, his increasing trade demanded the entire building, for he met with constantly growing success. In November, 1903, he removed to his present building, at the corner of Abbot and Hastings streets. This building is sixty-six by one hundred and thirty-two feet, four stories in height with basement, which extends under the sidewalk on two sides of the building and contains fifty-four thousand feet of selling space. The company occupies the whole of this large building, having a well selected stock of general merchandise, including everything usually found in such an establishment. He has, altogether, fourteen departments, and his is one of the fine department stores of the northwest. The building is of brick with plate glass front on both sides, and the location is central and very attractive. The company is now enjoying a large and profitable business, and his mercantile emporium would be a credit to a much older and larger city. When the company first began merchandising in Vancouver his store was in the edge of the bush, but his faith in the town was unbounded and his highest expectations have been realized. He is one of the city's most progressive business men, and has, aside from his business, done much to promote the welfare and growth of Vancouver.

In 1873 Mr. Woodward was married to Miss Elizabeth Anderson, who was born in Arthur township, Ontario, a daughter of Donald Anderson, a gentleman from Ayrshire, Scotland. Mr. and Mrs. Woodward have nine children, of whom six are living, as follows: Mary C., Annie E., Donald Anderson, William C., Cora L., and Archie P.

Mr. Woodward is a member of the Foresters and of Acacia lodge, A. F. & A. M., but finds little time for outside interests beyond his store. He has done considerable building in the city, thus contributing to its substantial upbuilding, but the line of his chief activity has been the development of a mercantile enterprise which has now reached extensive propor-

tions. Once proprietor of a little country store, he is now at the head of a large mercantile emporium, the development of which has made him not only a successful one, but also one whose honor and integrity stand as an unquestioned fact in his business career.

WILLIAM FORTUNE.

William Fortune is the pioneer of Kamloops, and the first cabin which graced the present site of that flourishing city was built by him, and is still standing as a landmark of the ancient history of a region which has since become one of the most prosperous of British Columbia. Born in England in 1838, the son of a thrifty Yorkshire farmer named Richard Fortune, he spent the first twenty years of his life in the various occupations incident to youth, chief among which was unremitting work on the homestead farm, to the cultivation of which he contributed his labors until 1858. At that date he took ship for the new world, and on arriving in Buffalo, New York, got work at ploughing the streets of the city and planting maple trees along the roads. In the following year he went to St. David's, Canada, where he spent two years in a tannery business, and then spent a year in traveling for the tannery, making Queenstown, Niagara and other points. In 1862 he joined a party of twenty-six persons who made an overland journey from Queenstown to British Columbia, starting out in March and arriving in Kamloops on October 13, 1862. It must be remembered that this was a primitive time in the history of the northwest, and the great industry of the time was still trapping and fur gathering, agriculture and kindred pursuits yet lagging behind the vanguard of civilization.

During the first winter Mr. Fortune was in the employ of the Hudson's Bay Company at a salary of fifteen dollars a month. His efficiency was evidently appreciated, for only a short time afterward he was put in charge of the teams of the company at a salary of one hundred and thirty dollars a month, and during the seven years which he served the company he saved up six thousand dollars. This he loaned out on such rates that it brought him in an additional income of seventy-five dollars a month. In 1868 he built a flour and sawmill at Kamloops, the first built in this part of the country, and, the enterprise proving successful, he shortly afterward rebuilt and installed improved machinery. Later he put up a still larger sawmill with a daily capacity of eighteen thousand feet of lumber, but this was burned, and he replaced it and operated the mill for twelve years. In the meantime he had taken up one hundred and sixty acres of land in the vicinity, and he has since kept on buying land until he is now owner of seven hundred

acres and has seven thousand acres leased. His stock-raising establishment is one of the best in the district. He runs about one hundred and fifty head of fine horses and some thousand head of Hereford and shorthorn cattle on his broad acres. He also maintains a fine orchard of seven acres, in which he raises apples, peaches, quinces and other fruits.

Mr. Fortune has also built a number of stores in Kamloops, and he rents these, and he also has mining interests. He is often known as "Captain" Fortune from the fact that he built the steamer *Lady Dufferin* and for fourteen years ran this boat on the Thompson river. It was a sixty ton boat, ninety-five feet long and sixteen wide. It has been blown up since he disposed of it. He holds a captain's certificate as a memorial of his career as a steamboat captain. At one time Mr. Fortune owned the electric light works at Kamloops. He is a member of the Pioneer Society, and is a member and director in the Agricultural Society of New Westminster. His wife is Mrs. Jane (Mackaw) Fortune, to whom he was married in 1869.

OREGON C. HASTINGS.

Oregon C. Hastings, of Victoria, now well known in business and public life of this city, and also recognized as a scientist of no mean ability, has the honor of having known Victoria from its earliest times to the present, although not as a permanent resident through all these years. He sailed into the harbor where Victoria now stands as long ago as 1852, being on a schooner owned by his father. At that time this was a thickly timbered spot, with nothing to indicate a city either potential or actual except the blue smoke curling up above the trees from the fort of the Hudson's Bay Company. Victoria began as a trading post, and its commercial importance has continually increased with its expanding population, and Mr. Hastings has been an ardent well-wisher of the city from his first connection therewith.

Mr. Hastings was born in the town of Pontoosuc, Illinois state, April 26, 1846. On both sides of the family the ancestry is English, and his father's family were early settlers of New England. His father, Loren Brown Hastings, was born in St. Johnsbury, Vermont, in 1813, and was a man of large capabilities and during his active career had many broad and varied experiences, having performed an important part in the history of early settlement and material progress in the west and northwest. After receiving his education in his native state he taught school for a time. He married Miss Lucinda Bingham, a native of New Hampshire, and in 1847 this couple, with their first born, whom they named Oregon C., crossed the

plains in a prairie schooner drawn by oxen and arrived in the new and undeveloped valleys and woodlands of Oregon. Previous to taking this journey the father had been engaged in the manufacture of woolen goods in Illinois. He remained for a short time in the then young town of Portland, but when the news came that gold had been discovered in California in January, 1848, he at once set out for the scene of excitement. He was one of the early arrivals upon the golden ground, and he participated in the mining activity for some time. He also kept a store and sold miners' supplies, hauling his goods from Sacramento and Stockton with oxen. He continued these enterprises until 1851. One day while he was hunting up his strayed oxen he came upon an abandoned prospector's hole. Prompted perhaps by a motive of idle curiosity, he jumped down and began digging out the side of the hole with his rifle. He had hardly crumbled down a panful of dirt when there fell out four chunks of gold each weighing from sixteen to twenty-two dollars, and before he ceased operations he had taken out a thousand dollars' worth of metal, not a piece being worth less than five dollars. Mr. O. C. Hastings now has a watch the case of which was made from the gold thus taken out by his father on that lucky day.

Loren B. Hastings, after leaving California, journeyed down the Columbia river with his blanket and pack on his back, and then went on to Seattle. He was searching for a permanent location, but considered Seattle too far away from the ocean, so he decided upon Port Townsend as the best place for his future home. When he reached there Plum and Batchelder had also just arrived. He at once took up a claim of six hundred and forty acres of land, and then went to Portland for his family. There he bought a schooner, the *Mary Taylor*, put on board a large quantity of provisions and supplies, and after collecting some twenty settlers sailed for Port Townsend. This was the trip in which Mr. Hastings saw the site of Victoria, and the boat anchored in the harbor before the fort on February 20, 1852. One day later they landed at Port Townsend. The father used his schooner in bringing supplies to his store and in taking furs to San Francisco, and although he was not a seaman the title of captain was conferred upon him and he was so called during the rest of his career. Captain Hastings was elected a member of the Washington legislature, and also served as treasurer of Jefferson county, and as a justice. He had a wide and favorable acquaintance with all the pioneers of his time, and was a man of distinctive individuality and force of character that marked him as a leader wherever he went. He was a man of high moral and religious beliefs, but was not restricted by any definite creed. His death occurred in 1879, when aged

sixty-six years, and his wife passed away eleven years later, and they are both buried at Port Townsend. They were the parents of two daughters and four sons. A part of Port Townsend is built on their original donation claim, and the son Francis has his home on the old estate. The son Loren is a sea captain and a member of the Washington state legislature. Maria married David M. Littlefield, a resident of Port Townsend; Jessie is the wife of Captain Crang, of Portland.

Mr. Hastings spent most of his youth in Port Townsend. He was educated in the public schools, and was reared on his father's farm. His first teacher was Miss Mary Ann Reed, who was an early resident of Victoria. His first serious occupation in life was farming, but after he came to Victoria he took up the art of photography and for a number of years conducted a gallery and did a large business in that line. In January, 1889, he sold out his photographic establishment. At the present time he is in the service of the United States government as collector of customs during the summer at St. Michaels, Alaska. While a resident of the states he was a Republican in politics, but in the province is a Conservative. He owns a nice home on Douglas street in Victoria, and also has other city property and residences.

Mr. Hastings is an ardent naturalist and astronomer, and has done some really valuable as well as interesting work in these lines. He is a member of the Natural History Society of British Columbia and of the British Astronomical Association. He has the honor of having made for his own use the first astronomical telescope made in British Columbia. It has a four and a half inch objective, and is six feet focus. It is well mounted on an equatorial stand and is mechanically accurate. His little observatory where he does his work has a revolving dome, and these facilities and his theoretical knowledge afford him opportunities for doing much excellent work. His studies with the microscope are equally effective, and he is considered an authority on these lines of scientific investigation.

In 1867 Mr. Hastings married Miss Matilda Caroline Burch, of Dungeness, Washington. She passed away in 1881, leaving two children: Oregon A., who is now in the steamboat service on the sound, and Minnie, who became the wife of James Caston, collector of customs in San Juan, Porto Rico. In 1884 Mr. Hastings married for his present wife Mrs. Silvestria T. Smith, a daughter of Robert Lazelle. They have one daughter, Juanita, who was born in Victoria.

DAVE McBEATH.

The life history of Dave McBeath is closely identified with the history of the Northwest territory, which has been his home for many years. He was born in the province of New Brunswick in 1848, and was reared to farm life. On reaching young manhood, in 1866, he engaged in work in the lumber woods, following that occupation until 1872, when he abandoned that business for railroading, engaging first with the Illinois Central. In 1877 he came west and began work on the Central Pacific Railroad east of Winnipeg, and three years later, in 1880, took up his abode in British Columbia. From the fall of that year until its completion in 1886 he remained with the Central Pacific, and in 1886 moved to Washington, where for the following three years he was employed on the Seattle, Lake Shore and Eastern Railroad. His next connection was with the Great Northern, on which he was engaged until its completion, and he then returned to British Columbia and began work on Crows Nest Pass, there also remaining until its completion. Since that time he has worked on the Crows Nest Southern from Jennings, Montana, to the Morrissey coal mines, and is now engaged in putting in a power plant for the city of Nelson, which will cost nearly two hundred thousand dollars. He is emphatically a man of enterprise, and is thoroughly identified in feeling with the growth and prosperity of the country which is his home.

HARVY EXETER BEASLEY.

Harvy Exeter Beasley, superintendent of the Canadian Pacific Railway at Vancouver, is a native of Ontario, born in the city of Hamilton, on the 10th of November, 1862, and is of English ancestry. His great-grandfather, Richard Beasley, was a colonel in command of a regiment in Pennsylvania at the time of the American Revolution, and being loyal to the king, was transferred to Hamilton, becoming one of the first white settlers at the head of Lake Ontario. His son, Henry Beasley, was the first white male child born in Hamilton. He married and his son, Michael Berkly Beasley, was also born in Hamilton. The latter married Miss Julia Newson, who was born in Hamilton, and was the daughter of Edward Sparks Exeter Newson, an attorney who had emigrated from England to Hamilton at an early date. On the maternal side the grandmother belonged to the Sprague family and was of German ancestry, the family removing from Wellington, Pennsylvania, to Hamilton, Canada. Unto Michael B. Beasley and his wife were born eight children, of whom seven are still living. The father

is now retired from active business life and resides in Toronto, Canada, at the age of seventy years. Both he and his wife were valued members of the Church of England, taking an active part in its work.

Harvy Exeter Beasley and his brother, M. P. Beasley, are the only members of the family in British Columbia. The latter is contracting freight agent for the Canadian Pacific Railway Company at Vancouver.

In the public schools of Hamilton, Canada, Harvy E. Beasley acquired his education and throughout his entire business career has been connected with the railroad service. He began in the engineering department of the Grand Trunk Railway Company, as a clerk, and gradually he won promotion, remaining with that company until June, 1883, when he removed to Manitoba to accept the position of private secretary to the general manager of the Manitoba & Northwestern Railroad Company. He was there until June, 1884, at which time he received the appointment of secretary to the freight auditor of the Northern Pacific Railway Company at St. Paul, Minnesota, but he left there in August, 1885, to accept the position of chief clerk for the superintendent of construction of the Lake Superior section of the Canadian Pacific Railroad. In 1886 he was transferred to the mountain division and continued as chief clerk until 1891, when he won further promotion, being appointed superintendent of the Kootenay section. He was transferred to the president's office in Montreal, in February, 1900, and was appointed superintendent at Vancouver, in March, 1901. He has since filled this position, and his constant promotions have come in recognition of his ability and fidelity. Great are the responsibilities which devolve upon the representatives of railroad service, and most careful management of every department is demanded. Qualified by experience and native talent, Mr. Beasley has from time to time been advanced and is now occupying an important position, which ranks him with the leading business men of his city.

In 1891 Mr. Beasley was united in marriage to Miss K. Griffith, a native of the north of Ireland and a daughter of the Rev. David Griffith, a Congregational minister. They have four children: Harry, Percy, Ellen and Arthur. Mr. and Mrs. Beasley are members of the Church of England and he belongs to the Masonic fraternity. They have one of Vancouver's attractive residences and its hospitality is greatly enjoyed by a large circle of friends. While Mr. Beasley gives the major part of his time to the duties of the office, he is also watchful of Vancouver's interests, and is the champion of many measures which have had direct bearing upon her progress and substantial improvement.

RICHARD MILLS.

Richard Mills is today the pioneer boot and shoe merchant of Vancouver, having begun business here in 1887, when the city was in its infancy, having hardly emerged from frontier conditions to take its place as a commercial or business center. In fact, the most farsighted at that time could not have dreamed of the future held in store for Vancouver, that its growth would be so rapid as to partake of the nature of the marvelous, and that within a few years its first temporarily constructed homes should be replaced by fine residences, that substantial business blocks would be built, that varied and important manufacturing industrial and commercial interests would be established and that all of the advantages, educational, social and religious, known to the older east, could be enjoyed here. However, as the years have gone by Mr. Mills has felt a just pride in what has been accomplished and has been a co-operant factor in securing this desirable result.

Mr. Mills was born in Kingston, Ontario, his natal day being December 6, 1842. Of Irish ancestry, his parents were William and May (Woodward) Mills, natives of county Donegal, Ireland, where they were reared to adult age, the mother being the second daughter of Colonel Woodward of county Donegal. With his young wife and their eldest child Mr. Mills emigrated to Canada, establishing his home in Kingston, and there he followed the stone mason's trade, becoming a contractor and builder there. From Kingston he removed to Goodrich, Huron county, Ontario, and three children were added to the family there. In early life he and his wife were members of the Church of England, but subsequently belonged to the Methodist church, and were very active and helpful in its work. He served as reeve of the township of Warvanash, was also a member of the school board and was active in all the affairs of the township, doing everything in his power to advance general good and local progress. He died in 1872 when in the sixty-second year of his age, and his wife, surviving him, lived to be seventy-five years of age, departing this life in 1894. Two of the family are now in British Columbia, Mr. Mills and his brother, Isaac Woodward Mills, who is manager of one of the stores owned by our subject.

To the public school system of Goodrich, Ontario, Mr. Mills is indebted for the educational privileges he enjoyed. He learned the shoemaker's trade in his youth and was engaged in that business at Goodrich for four years, after which he removed to Emerson, Manitoba, and was in business there for eight years. He then came to the coast for the benefit of

his wife's health, which greatly improved here, and since her arrival in Vancouver she has never been ill a day.

Mr. Mills turned his attention to merchandising here, opening a store in 1887 as a dealer in boots and shoes. His business has grown constantly and rapidly and yet has developed along substantial lines. He now has two large stores, one at No. 18 Cordova street, which was his first location, and the other at No. 540 Granville street, his brother being in charge of the latter. Mr. Mills has met with very satisfactory success. He began business here almost with the beginning of the town and his enterprise has grown with the growth of the city. His store on Cordova street is twenty-two by one hundred feet and the one on Granville is twenty-four by one hundred and twenty-two feet, it being filled with seasonable goods, which find a ready sale on the market, owing to the honorable business methods and the earnest desire to please that Mr. Mills displays in all his mercantile undertakings.

It was in 1873 that Mr. Mills wedded Miss Margaret Elizabeth Haldy, a native of Perth, Ontario, and they have had six children, four of whom are living, as follows: Garnett M., who is now the wife of Thomas Mackay, poll tax collector of Vancouver; Maude C., who is acting as her father's bookkeeper; Lena W., at home, and William, who is in his father's store as a salesman. Mr. and Mrs. Mills are Presbyterians in religious faith and he is a prominent Odd Fellow, having passed all the chairs in both branches of the order, while of the grand lodge of the province of British Columbia he is a past district deputy grand master. They have a nice home in Vancouver and the unqualified regard of many of their fellow citizens is freely accorded them. Mr. Mills has never had occasion to regret his determination to seek a home on the Pacific coast for prosperity has smiled upon him here. Realizing that labor is kind and that capable management and close application form the basic elements of success he has so conducted his affairs in harmony with these ethics that today his business prominence and success are very gratifying.

DR. JOHN HERBERT HOGLE.

Dr. John Herbert Hogle, a capable and rising young physician and surgeon at Nanaimo, has been coming into a constantly increasing share of medical and surgical practice in that city and community ever since he opened his office some six or seven years ago, and is now among all classes esteemed professionally for his proficiency and entire trustworthiness in the questions of disease and accident, which are of such insistently vital con-

cern to all people. He has laid the best possible foundation in the way of technical and theoretical preparation for a broad career of success, and he has already begun to reap the rewards of persevering diligence and steadfast purpose in the pursuit of high ideals.

Dr. Hogle was born March 29, 1868, in the city of Montreal, where his mother, Mary (Constable) Hogle, is still living, but his father, Frederick A., is deceased. From a public school education continued through the high school, he passed to the pursuance of his professional studies in McGill University, one of the best known institutions of medical learning on the American continent. On his graduation with the class of 1895 he was appointed house surgeon in the Montreal general hospital, and the three years spent in that capacity meant a strengthening of all that had gone before and a practical experience that was invaluable in his subsequent career. He came to Nanaimo in 1898, and soon took and has since retained high rank among the practitioners of the city. In addition to his general practice he is serving as colliery surgeon. He maintains professional connections by membership in the Canadian Medical Association, the British Medical Association and the British Columbia Medical Association.

In January, 1897, Dr. Hogle married Miss Lillian Brunet, whose father, Alfred Brunet, of Montreal, is one of the commissioners of the Grand Trunk Railroad. Dr. and Mrs. Hogle have four children in their home, Margery, Dorothy, Gertrude and Geraldine.

WILLIAM HENRY SUTHERLAND.

William Henry Sutherland, M. D., a young and rapidly rising physician of Revelstoke, has condensed in his brief period of practice a great amount of valuable experience and skillful application, and is already recognized as one of the reliable and thoroughly equipped practitioners of interior British Columbia.

Dr. Sutherland was born November 19, 1876, on Prince Edward Island, where both of his parents, Robert S. and Margaret (Montgomery) Sutherland, are still living. From attendance at the public schools and a collegiate career in the Prince of Wales College, Dr. Sutherland passed to the study of medicine in the famous McGill University, from which he was graduated with the class of 1899 and with the degree of M. D. For the two following years he added practical to theoretical knowledge by serving as house surgeon of the Royal Victoria Hospital in Montreal, in which position he demonstrated his skill and fitness for a broad professional career. After leaving Montreal he made a brief visit at his old home, and

in 1902 came to Kamloops, and thence, in February, 1903, located at Revelstoke, where he has since been busily engaged in building up a representative practice. He is superintendent of Revelstoke Hospital, where his surgical skill is especially valuable, and he has membership in the Canadian Medical Association.

Dr. Sutherland is a man of broad interests and sympathies, participates in business affairs, and is generally public-spirited and awake to the welfare of his community. He is a stockholder in the Pingston Creek Lumber Company, and is vice-president of a company which has undertaken to furnish a water supply to Trout Lake City. Fraternally he is a member of Zion lodge, No. 12, A. F. & A. M., at Kensington, Prince Edward Island, and also of the Independent Order of Foresters.

JOSEPH HUNTER.

Joseph Hunter, vice president, general superintendent and chief engineer of the Esquimalt and Nanaimo Railroad, is a native of Scotland, born in Aberdeenshire, on the 7th of May, 1842. His ancestors were numbered among both the highland and lowland Scotch.

Educated in the grammar schools and University of Aberdeen under Professor James Clark Maxwell, he prepared for his business career by studying civil engineering for five years. The year 1864 witnessed his arrival in Victoria. Hoping to rapidly realize a fortune in the gold mines, he went to the Cariboo district, where, like many others, he was only partially successful. He continued in the mining district, however, until 1871, in which year he was elected to represent the district of Cariboo in the first provincial parliament that met after the confederation was consummated. He occupied a seat in the parliament until 1875.

Mr. Hunter's identification with railroad affairs dates from 1872, in which year he joined the engineering staff of the Canadian Pacific Railroad, and from time to time was promoted until he attained the position of divisional engineer, and was active in all the operations connected with railway survey, location and exploration. In 1876 he was selected engineer by the Dominion government to define the international boundary line on the Stickeen river between Canada and the United States territory of Alaska. The crossing of the river which he located is the line agreed upon as the boundary. The question was fully settled upon this basis, and in the settlement between the two governments Mr. Hunter's survey was frequently referred to and discussed by the eminent counsel on both sides. His reports and plans are in the archives of the government at Ottawa, Canada, at Lon-

don, England, and at Washington, D. C. The year after that survey was completed Mr. Hunter explored the Pine river pass through the Rocky mountains, and his report on that is also in the history of the Pacific Railway. From that time until 1883 he was in the service of the Dominion government, making railway locations, and was also selected to write a report on the agricultural possibilities of Vancouver island. In 1884 he was appointed chief engineer of the Esquimault and Nanaimo Railroad, which he surveyed and constructed, and he is still associated with that railway system as its general manager and chief engineer, and also as one of the stockholders. Another of his important engineering works was the building of a great dam of timber at Quesnelle Lake, which has withstood all storms and freshets and is a splendid example of his engineering skill.

His influence and labors have also been an active and beneficial factor in forming the laws of his adopted country. He has been a member of the House for sixteen years, eight years from the Cariboo district and eight years from Comox. He has also served two years as one of the aldermen of Victoria, and in all the positions which he has been called upon to fill, whether political or in the line of his profession, he has been found an indefatigable and successful worker. His business career has been marked by a steady progression, and in Victoria he has received the recognition which is accorded to talent and genuine personal worth everywhere.

HUGH ST. QUENTIN CAYLEY.

Hugh St. Quentin Cayley, a member of the bar of Grand Forks, was born in Toronto, Ontario, in 1858, his parents being Hon. William and Emma (Boulton) Cayley, both of whom are now deceased. The father was a member of an early Canadian ministry and was afterward auditor general. Prominent in public affairs, he wielded a wide and beneficial influence, and his native talents and acquired ability well fitted him for leadership in matters relating to community interests and the national welfare.

Hugh St. Quentin Cayley was a public school student prior to entering Toronto University, in which he completed a full course and was graduated with the class of 1881. He, too, became a recognized factor in the public life of his locality and was a member of the legislature in Calgary for eight years, or from 1885 until 1893. In the latter year he came to British Columbia and entered upon the practice of law in Vancouver. Later he practiced in Westminster and also at Vernon, and in 1897 he arrived in Grand Forks, where he has since been numbered among the representatives of the legal fraternity. He is actively connected with a profession which

has important bearing upon the progress and stable prosperity of any section or community, and one which has long been considered as conserving the public welfare by furthering the ends of justice and maintaining individual rights. His reputation as a lawyer has been won through earnest, honest labor, and his standing at the bar is a merited tribute to his ability. He now has a very large practice, and his careful preparation of cases is supplemented by a power of argument and a forceful presentation of his points in the courtroom so that he never fails to impress court or jury, and seldom fails to gain the verdict desired.

In 1897 Mr. Cayley was married to Miss Nora Cochrane, and they have one child, Beverly. They are members of the Church of England.

JAMES RAMSEY.

James Ramsey, secretary and manager of the Ramsey Brothers Company, Limited, manufacturers of biscuit, candies and syrup in Vancouver, was born in Aberdeenshire, Scotland, his parents being Walter and Sara (Scott) Ramsey, who on coming to America brought with them their six children, locating at Hyde Park, London, Ontario. The mother died in the fifty-fifth year of her age and the father afterward came to British Columbia, spending some time in Vancouver. He afterward returned to Scotland, where he married again, and he now resides in Columbus, Ohio, at the age of sixty years. Throughout his entire life he has devoted his energies to agricultural pursuits and he has long been a member of the Presbyterian church, in which his first wife also held membership.

James Ramsey was educated in Scotland until his sixteenth year, when he crossed the Atlantic to Canada and secured employment in connection with the candy business in the service of Robinson Brothers, with whom he continued for ten years. Since that time he has been actively engaged in his present business, being the secretary and manager of the Ramsey Brothers Company, Limited, manufacturers of biscuit, candies and syrup. The president of this company is Dr. G. L. Milne, of Victoria, and the directors are Dr. Milne, William Ramsey, J. B. Harris, William Shane and James Ramsey. The business was first established in Victoria in 1891 and was continued there for six months. They then bought out the British Columbia Candy Company in Vancouver and removed to a small place near the gas works in Keifer street. Subsequently the business was removed to Hastings street, where they remained until they bought out the Imperial Syrup Factory and began operations at their present location at No. 998 Powell street, where they now occupy a fine building seventy-five by two hundred feet.

There are four floors in the first building and three floors in the second. They have a first-class plant, with abundant steam power, and have a pipe line from the syrup refinery to the factory. They make the Empire Cream soda biscuits, of a superiority which cannot be found anywhere in the province. They have two splendid brands of maple syrup, the Empire maple syrup and the Java cane syrup. They manufacture all kinds of confectionery from the cheapest grades to the most fancy and high priced. Their chocolate candy is prized throughout the whole province as being without a superior. Such has been the good management of the business and the rapid growth of the town and the development of the country that the Ramsey Brothers Company, Limited, has met with very gratifying success and is now doing a large and lucrative business, employing from seventy-five to ninety operatives in their plant. The brothers are William Ramsey, vice-president of the company and superintendent of the factory, having in charge the manufacturing department; James Ramsey, the secretary and manager; George H. Ramsey, who is also a stockholder and is the traveling man of the firm, representing the house upon the road, and Miss Mary Ramsey is also a stockholder in the company.

James Ramsey is a member of the Board of Trade of Vancouver and the member of the committee of trade and commerce. For eight years he was a member of the school board, of which he had served for some time as chairman, and he was a member of the local license board for a year. He is now an elder of the First Presbyterian church, very prominent in its work and assisting materially in its growth and activities. He is superintendent of the Sunday-school and is a co-operant factor in many lines of church work. He is also a past grand of the Independent Order of Odd Fellows and is a past district deputy grand master for British Columbia. He stands to-day as one of the most enterprising, active and energetic business men of Vancouver. As a business man he has been conspicuous among his associates, not only for his success, but for his probity, fairness and honorable methods. In everything he has been eminently practical and this has been manifest not only in his business undertakings, but also in social and private life.

ANDREW W. ROSS.

Andrew W. Ross, a representative business man of Vancouver, who for the past ten years has occupied the important position of inspector of the board of underwriters, is a native of the province of Quebec, his birth having occurred in Ingham, on the 10th of June, 1866. He is of Scotch lineage, his ancestors in both the paternal and maternal line having emigrated to

Lochaber, in the province of Canada, in the year 1800. James Ross and Robert McLachlin were pioneer settlers of that portion of Canada and were strict members of the Presbyterian church. Andrew Ross, father of Andrew W. Ross, was born in that part of Canada and became a farmer and lumberman. He married Miss Margaret McLachlin, also a native of the same neighborhood, and he died when his son, Andrew W., was but two weeks old, leaving the widow with two sons, whom she carefully reared. She still survives and is now in the seventy-third year of her age, but one of her sons has passed away.

Andrew W. Ross acquired his education in Buckingham and in Ottawa, Canada, and in early life became connected with the lumber trade. In the year 1888 he made his way to British Columbia, believing that the rapidly developing country would offer good business opportunities, such as he could not enjoy in the place of his nativity. The McLaren & Ross Lumber Company was then formed and at Millside on the Fraser river they built the largest sawmill which up to that time had been constructed in the country. Later Mr. Ross became connected with the newspaper business, having charge of the advertising and subscription department of the *Columbia*, published at Westminster. The next field of business activity which he entered was that of insurance, becoming agent for both life and fire insurance companies. In 1893 he was made inspector of the board of underwriters in New Westminster and continued there until after the great conflagration in that city, when the two boards of underwriters were united and he removed to Vancouver, becoming the inspector of the new board of underwriters, which position he has since acceptably filled. He has the oversight of all of the fire insurance of the province of British Columbia and in the development and control of the business displays marked executive force and unfaltering energy.

Mr. Ross has always been a Liberal in his political views and has taken a very active interest in the political situation, both in the Dominion and in the province. Everything pertaining to his country's welfare and substantial upbuilding elicits his support and many times receives his hearty co-operation.

On the 11th of June, 1890, Mr. Ross was united in marriage to Miss Maggie F. Wilson, who was born at Shawville, in the province of Quebec. They have five sons and two daughters, all born in British Columbia, namely, Lindsay Bouar, Edith, Allen Casper, St. Clair, Vaughn Hall, Beulah and Dexwell. The family are of the Protestant faith, attending the services at both the Methodist and Presbyterian churches, and the members of the house-

hold occupy a prominent social position, while in business circles Mr. Ross is of that class who promote the general good while advancing individual success.

EDMUND MONTAGU YARWOOD.

Edmund Montague Yarwood, the well-known barrister at Nanaimo, has attained high rank in the legal circles of his district, and during the past fifteen years he has built up a notable practice and become known as a reliable, skillful and exceedingly conscientious attorney.

Mr. Yarwood was born in Bellville, Ontario, June 13, 1864. His father, Claire St. George Yarwood, is now deceased, but his mother, Helen (Dougall) Yarwood, a daughter of the eminent Judge Dougall, still lives in Bellville. He was educated in the public schools of Bellville, continuing through the high school, and his law studies were continued at the famous Osgood Hall, which has sent out more finely equipped young aspirants for legal honors, many of whom destined to attain great eminence in their careers, than any other like institution in Canada. Being thus well fortified for the active duties of his profession, Mr. Yarwood, having come out to British Columbia in 1889, was in the following year admitted to practice in the courts of the province. During the following fifteen years he has been located at Nanaimo, being considered one of the most able lawyers of the city. He serves in the office of police magistrate for the city, and since taking the office on April 4, 1900, has been stipendiary magistrate for the district.

Mr. Yarwood was married in 1894 to Miss Eda E. Stannard, a daughter of J. S. Stannard, of Victoria. Mr. Yarwood affiliates with Black Diamond Lodge of the Odd Fellows. He is a Conservative in political views, and he and his wife are members of the Church of England.

PETER EDMOND WILSON.

Peter Edmond Wilson, occupying the position of city solicitor in Nelson, was born near the village of Bend Head, in Simcoe county, Ontario, on the 28th of August, 1872, his parents being Charles and Rachel (Doyle) Wilson, both of whom are living in Toronto. The father was a farmer by occupation and upon the home farm the son spent the days of his boyhood and youth, assisting in the labors of the fields through the summer months, while during the school session he pursued his education in the public schools of the country and afterward entered Brampton high school. He then entered the Toronto University and on the completion of a classical course

won the degree of Bachelor of Arts in 1893. Continuing his studies, the degree of Bachelor of Law was conferred upon him in 1895 and he completed his law course in Ontario in 1896. He was admitted to the bar there and almost immediately thereafter removed to Nelson, British Columbia, entering upon the practice of his profession. After six months he entered into partnership with William Galliher, member of parliament. Mr. Wilson is now serving as city solicitor and is a member of the British Columbia Law Society. He has a large and growing law practice that has connected him with much of the important litigation tried in the courts of the Kootenay district. The favorable judgment which the world passed upon him at the outset of his professional career has never been set aside nor in any degree modified. It has, on the contrary, been emphasized by his careful conduct of important litigation, his candor and fairness in the presentation of cases, his zeal and earnestness as an advocate, and he receives generous commendation from his contemporaries.

In December, 1896, was celebrated the marriage of Mr. Wilson and Miss Christine Brown, a daughter of George Brown, of Toronto, and they have three living children, John Owen, Patricia Eleanor and Judith Laura. Mr. and Mrs. Wilson hold membership in the Church of England, and socially he is connected with the Ancient Order of Foresters and with the Fraternal Order of Eagles. He enjoys that warm personal regard which arises from true nobility of character.

JOHN J. MALONE.

John J. Malone, proprietor of the Tremont Hotel in Nelson, is one of the pioneer residents of the Kootenay district. When he arrived in this portion of the province there were no railroads and the work of improvement and development seemed scarcely begun. It was necessary to import almost everything demanded for daily existence, but the city of Nelson was entering upon an era of rapid and substantial upbuilding, and in this work Mr. Malone has borne a helpful part, giving hearty co-operation to every measure or movement which he has believed would prove of public benefit.

Mr. Malone was born in Arthur, Wellington county, Ontario, on the 25th of July, 1862, his parents being James and Annie (O'Mara) Malone, who are residents of Toronto. The father was born near the city of Ottawa and is now a retired farmer.

Reared under the parental roof, John J. Malone acquired his early education in the grammar schools of his native town, and experience and observation have added largely to his school training, so that he is today a well-

informed man. In early life he worked at railroading for a time and in 1880 he went to Minnesota, where he was engaged in similar work. Going next to Dakota and afterward to Montana he still continued in railroad work, and in 1882 he went to Seattle, Washington, where he remained until March 1, 1885. In that year he arrived in British Columbia, establishing his home in Victoria. He was in the employ of the Canadian Pacific Railway Company until July 15, 1885, when, attracted by the gold discoveries, he engaged in placer mining at Similkimeen. He was very successful and remained there for five years. In June, 1890, he came to Nelson, British Columbia, and has been continuously connected with the city through the era of its pioneer development and later progress. There were no railroads here at the time of his arrival and it required three weeks for him to make the trip on horseback, but the population was rapidly increasing and he understood its excellent business conditions. He built the Tremont Hotel, which he has conducted continuously since. It was erected in 1891 and on the 3rd of June of that year was opened for hotel purposes by Mr. Malone and James Clark. The building is ninety by one hundred and twenty feet, two stories in height, with basement, and contains fifty-five rooms. The ground floor is utilized for the office, dining-room and three store rooms, while the second floor contains the sleeping rooms. The building was erected at a cost of twenty-five thousand dollars and the hotel has been capably conducted from the beginning, receiving a liberal share of the public patronage. In addition to his hotel interests Mr. Malone is now interested in mining, having made judicious investments in property of that character in the Kootenay district.

In 1897 occurred the marriage of Mr. Malone and Miss Lydia Bennett, a resident of Butte county, California, and they have one daughter, Edward Marguerite. Mr. Malone belongs to the Knights of Pythias lodge and the Fraternal Order of Eagles. He is deeply interested in community affairs and served as alderman of the city for two years soon after its incorporation. He was also chief of the volunteer fire department for two years, and he has put forth activity along many lines for the general good of Nelson and the advancement of its prosperity and substantial improvement.

ALEXANDER McNAIR.

Alexander McNair, superintendent of the logging department of the British Columbia Mills, Timber Trading Company, Vancouver, was born in New Brunswick in 1860, and he is a son of John and Lizzie (Kelso) McNair, both natives of Scotland. The father came to New Brunswick

when a young man and engaged in the lumber mill business, and was so occupied until his death in that locality, which occurred several years ago. The mother also died in New Brunswick.

Our subject was connected in different capacities in the lumber mill business, principally with his father, from the age of fourteen years. In 1885 he came to the Pacific coast, and located at New Westminster, British Columbia, where he secured a position in the logging department of the Royal City Planing Company, the largest establishment of the kind in the province. He was finally made superintendent of the logging department, was in charge of all the logging camps of the company, his ability and experience making him eminently suitable for such a position. In 1891 he removed to Vancouver, which has been his permanent home ever since. Recently the Royal City Planing Mills Company was consolidated with the Hastings Saw Mill Company, another large and very prominent establishment, and the consolidated company, in which our subject holds the same position as he had heretofore, is known as the British Columbia Mills, Timber and Trading Company, owning and operating the following four plants: Hastings Saw Mill and the Royal City Planing Mill of Vancouver, the Royal City Planing Mill, New Westminster, and the Moodyville Saw Mill, Burrard Inlet. These companies comprise the largest lumber manufacturing industry in British Columbia, and consume an immense amount of logs. Mr. McNair is a member of the Masonic fraternity, and is widely and very popularly known all through this country as "Sandy McNair." He is one of the pioneers and has been prominently identified with the lumber interests all his life.

JOHN McLELLAND MACKINNON.

John McLelland Mackinnon, capitalist, owner of mines and timber lands, and one of the leading men of Vancouver, British Columbia, was born in the county of Inverness, Hebrides Islands, Scotland, in 1863, and he is a son of Charles, who was also born in Scotland, and died there. The Mackinnons are a historic family in Scotland, the clan being especially distinguished during several centuries for bravery in battle, the family crest bearing the inscription, "Fortune Favors the Brave," having been bestowed upon them by the rebel king of Scotland several hundred years ago. The earlier ancestors of our subject come from the Island of Skye, which is remarkable for having furnished more men to fight in wars than any other section of similar area in the world. The present chief of the Mackinnon clan is Sir William Henry Mackinnon, a general in the British army.

Our subject was educated in the public schools and in Watts Institute, Edinburgh. While a youth he had decided to see some of the world and locate in a country where he might have an opportunity to become successful and prosperous. His mind was first turned to India, but he later decided to try the States, and arrived in America in 1885. He immediately went to Oregon, locating at The Dalles, where he engaged in sheep farming. Being a shrewd Scotchman, he soon had a good business, being very successful from the start, and attained to considerable prominence in local business and political affairs. He could not learn to like the States, however, the seeming instability of the laws, the trickery in business and the "skull duggery" in politics in the west being distasteful to him, for he is thoroughly and traditionally a Britisher, and has a great love and veneration for his native land. Therefore, after six years at The Dalles he came to British Columbia and located at Vancouver, which has been his home ever since. He has been very successful and has owned and operated numerous mines of gold and copper throughout British Columbia and Alaska, and dealt extensively in timber lands. He is now one of the very wealthy men of this locality, and among other improvements he has made in the city he built the Mackinnon Block, a large five-story stone building, one of the finest in Vancouver. He also has a fine summer home on Hardy Island, off the coast of British Columbia, the island containing seventeen hundred acres and is owned by him. In addition he owns two other islands, and is an important factor in the commercial life of the city. In politics he is a Conservative. He is a life member of the Inverness-Shire Association of London, England.

CHARLES OCTAVE LALONDE.

Charles Octave Lalonde was born in Vaudreuil, Province of Quebec, May 27, 1858, his parents being Joseph and Anne (Daoust) Lalonde. In 1875 he left his native province and settled in Prince Arthur's Landing, now Port Arthur, Ontario. He helped on the survey to locate the present line of the Canadian Pacific Railroad west and east of Lake Superior and witnessed the turning of the first sod at Town Plot, now Fort William, West Ontario; helped to unload from a sailing vessel at the same place the first locomotive used on the Canadian Pacific. In 1881, he accepted a clerkship in a general store at Port Arthur, from which position he engaged in the boot and shoe business for himself and became a leading citizen as well as a prominent merchant of Port Arthur and besides holding other positions of trust, was

elected three times a member of the Port Arthur City Council. He sold his business there in 1894.

Mr. Lalonde came to Rossland in October, 1895, and established the pioneer boot and shoe store of the place. Boots and shoes were then sold by all general merchants, hence in spite of Mr. Lalonde's complete stock, he found at first slow sale for his goods. This fact added to his faith in the future of Rossland and led him to purchase business property and engage in building, the result of which has been most gratifying; one of the largest and finest business blocks in the city is known as the Lalonde and Rodier Block.

In March, 1897, the city was incorporated and Mr. Lalonde and Mr. Robert Scott were nominated for first mayor of Rossland. The election contest was warm and exciting, the "old timers" were arrayed in support of Mr. Lalonde, while the "Johnny-come-latelies" were enrolled under the banner of Mr. Scott. The election was held on April 7, and much to the surprise of the "old timers" Mr. Scott was elected. Mr. Lalonde filled the following offices in Rossland: Chairman of the Public Schools, 1896 to 1902; president of the Board of Trade; president of the Rossland School of Mines; alderman, 1898-99 and 1900; president of the Liberal Association, 1900-1901; and mayor of Rossland, one term, 1901.

In 1887, at Port Arthur, occurred the marriage of Mr. Lalonde and Miss Alphonsine Saucier, a resident of Matane, Province of Quebec. They have four children: Gaston, Leon, Leonie and Octave. Mr. Lalonde belongs to the Roman Catholic church and has been active and influential in community affairs, his efforts proving of marked value in promoting the substantial upbuilding and progress of his adopted city.

Mr. Lalonde has steadily advanced in those walks of life demanding intellectuality, business ability and fidelity, and to-day he commands the respect and esteem not only of his community, but throughout this portion of the province. He has ever been most loyal to the ties of friendship and citizenship, as well as honorable in business, and his history well deserves a place in the annals of British Columbia.

WILLIAM JAMES ROPER.

William James Roper, the pioneer ranchman and one of the most successful in that industry in the vicinity of Kamloops, has been located there for more than thirty years, and is also one of the early settlers of British Columbia. Mr. Roper has wielded a large and beneficent influence in the stock industry and the general business activity of the province, and his

enterprise and energetic prosecution of affairs cause him to be regarded as a pattern of the successful British Columbia rancher, and he certainly deserves the esteem and reputation for invincible integrity which he has won among all his friends and business associates.

A native of Dorsetshire, England, where he was born May 5, 1842, Mr. Roper enjoyed good advantages in his youth, among which was attendance at Sherbourne College in England, and in 1862, being then a rugged and ambitious young man of twenty years, he left his native land and some weeks later, after a journey via the Isthmus of Panama, he arrived in British Columbia, which in that year was just beginning its period of development and entering upon the career which has since culminated in such a glorious meed of prosperity for country and citizens alike. The ship *Golden Gate*, on which he came up the coast to the province, was burned two days after his arrival. The first winter was spent at Victoria, and then a short time in Laklilash, where he tried, without success, a ranching enterprise. He next engaged in packing, teaming and mining in the Cariboo district, and continued in that line for about ten years. In 1872 he came to Kamloops, and the ranching business which he then started and made a success of he has since continued, until he is now mentioned among the foremost men of the kind in the district. He owns fifteen thousand acres of land some sixteen miles west of Kamloops, and this is in all respects a model ranch. He takes much pride in his fine herd of pure-blooded Herefords, and also breeds first-class thoroughbred Cleveland Bay and Clydesdale horses. Each year about thirty-five hundred head of stock are run on his place. His broad acres produce all the hay for feeding the stock, and he also has extensive orchards in which are grown quantities of fruit—apples, pears, plums and peaches. He is the pioneer of the stock industry in the district, and is president of the Pioneer Society.

Mr. Roper was married in 1899 to Miss Grace Marescaux. He has fraternal affiliations with Lodge No. 417, A. F. & A. M., of the county of Dorset.

